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SEPTEMBER 1986

RAILFAN & RAILROAD

"Tough Guys": MAKING A MOVIE WITH *DAYLIGHT* 4449.

Railfanning EXPO

Railnews

EKTACHROME: DEWEY L. YATES

CSX TRANSPORTATION has developed a new paint scheme which will gradually replace all Chessie and Seaboard System liveries. GP40-2 6344, here at Huntington, W.Va., on May 10, is one of four units painted for publicity photos. This is a revised version of the scheme shown on sister 6382 in the July 1986 *Trains*. See page 30.

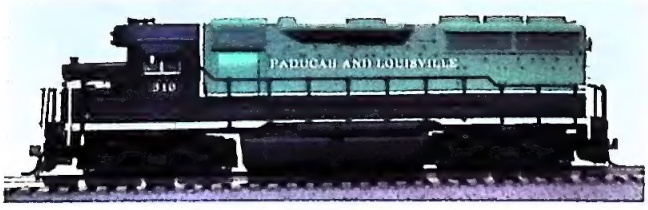
KODACHROME: MIKE EMSWILER

TRADITIONAL B&O colors have been applied to Buckeye Central Scenic Railroad's ex-PRR SW1 8599, shown here at Newark, Ohio, in May 1986. See page 30.

KODACHROME: DOUG LEFFLER

PERE MARQUETTE colors have been adopted by the new Huron & Eastern Ry. in Michigan's "Thumb." H&E GP9 100 (ex-C&O 6099) was ready with sister 6066 for opening day ceremonies at Bad Axe in May 17. See page 30.

EKTACHROME: LOU JACQUITH



MODELER LOU JACQUITH offered the name and livery of his HO scale Paducah & Louisville R.R. to the new owners of ICG's Kentucky lines, and they took him up on it. See page 30.

KODACHROME: RON MINOR

THE CHICAGO CENTRAL will be using this version of the ICRR black livery as its new standard; GP28 9438 was at Sioux City, Iowa, on April 9. Some of the units in the newer IC colors have been temporarily modified to Chicago Central with results like the 7904 (below) east of Coleman, Ill., on March 25, 1986.

KODACHROME: DAVE DAVENPORT

GENESEE & WYOMING has repainted the first of its two ex-Conrail GP38s. The 50 (ex-7844) was at Retsof, N.Y., on April 24 as Alcos 35 and 42 worked the lead. See March '86 R&R for G&W feature.

KODACHROME: ROGER KOSCIK

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From the Publisher's desk: Railroadiana

Railroadiana covers a broad spectrum of material, and most railfans are heavily into photo or film collecting, railroad books and timetables. Over the years I've managed to acquire a host of other railroad interest items. One was a CNJ headlight off an 0-6-0, long since traded off for a Lionel loco. I still have an arc headlight from a North Jersey Rapid Transit interurban acquired from the late E. J. Quinby, along with a controller and a few other goodies. Some day I'll have to photograph some of these items close up and do a feature if there is interest among our readers.

Also in the collection is a gas Pintsch lamp with four long brass arms to hold it from the roof of the NYO&W car from which it came. This needs a new glass globe, and because of my railroad room's ceiling, I can't hang it. Someday it'll probably have to go. A letter from the NYO&W vouches for its authenticity and legal acquisition.

Sometimes railfans are their own worst enemies, forgetting that theft is a crime punishable in a court of law. Bells, headlights, builder plates and the like are not put there for thieves to steal. We've even heard railfans brag about taking an item so some thief wouldn't get the desired part! Fortunately most railfans are honest, but the few bad ones make it harder for others to get near railroad equipment for photography, modeling and other research purposes.

I have some builders' plates, one with red and silver paint remaining from a Santa Fe PA. It came from a legitimate source. Old ones do turn up for sale. Builder plates with brand new dates are probably stolen. Reproduction plates often can't be distinguished from originals and are readily available through railfan sources at moderate prices.

One neat old piece was acquired in an antique shop: a Passenger's Friend. It's an oval-shaped object about ten inches long of compressed card resembling leather and contains a glass flask with a glass shaped stopper that will hold about a shot of elixir. There is also an empty NYNH&H cigar box, subway and trolley signs, loads of match covers, postcards and railroad stamps, spikes, conductor badges, employee buttons, union pins, date nails from old ties, flimsies, employee magazines, old calendars and china. One of my most prized posessions is my father-in-law's collection of railroad and early airline tickets from his business travels 40-50 years back, all neatly filed.

You can't keep track of this material without careful cataloging and a good filing system that provides for both ready retrieval and enjoyable viewing. Walls fill up fast with model train collections, paintings, prints and calendar art. Filing cabinets are a must for paper collectibles and artist's type cabinets with one or two inch wide drawers are great for storage of smaller railroadiana items.

RAILFAN & RAILROAD

September 1986 /vol.6 no.5

RAILROAD / founded 1906 / vol.108 no.12

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Cover

As the villains make their escape, a police car is smacked off the track and thrown into a pile of gasoline storage drums, resulting in an explosion that knocks over the water tank! First it was staged in miniature (1" = 1' scale) and then duplicated in real life with SP 4449 on the Eagle Mountain Railroad. Jack Wheelihan, fireman on 4449, captured the moment on April 10, 1986, as the movie cameras were rolling during the production of "Tough Guys" by Touchstone Films. Kodachrome: Jack Wheelihan. Wearing EXPO colors, CP SD40-2 5748 is making 60 m.p.h. along the Fraser River just west of Hope, B.C., on May 28, 1986. Coverage of EXPO begins on page 32. Kodachrome: Jim Boyd.

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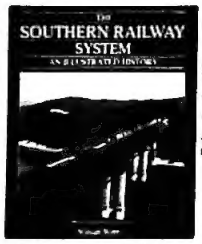

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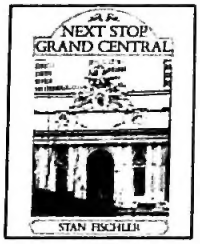

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Fanmail

Joe Easley

I am rather an old fan here; been around since 1909 and have watched the demise of many things. I am rather disappointed in you. I hope you are not dropping the WHEEL REPORT by Joe Easley. I have bought the last two issues looking forward to seeing and it and have been disappointed both times. I think it's a great cartoon, and I looked forward to it in the old magazines. It shows the railroad type of humor, which is so different from other kinds, and it shows a great insight into the work day of a railroad man. I hope you put it back. I was going to suggest the corny poetry and railroad stories that were in the old magazines, but it might not fit the modern R&R. We liked them in the old days, I won't get mad and write you like F.J. Futterer and fuss because you include a story on airplanes belonging to the Santa Fe. I understand what you must do to get the magazine out. But I do miss the format of the old *Railroad*. I know those times are gone. The younger generation has a different outlook. But the things we have seen and heard—troop of cavalry, exhaust of steam locomotives, a chime whistle and caliope music, so many memories that are dear to us—are gone forever, so instead of cussing you, I wish you good luck and many subscribers to your magazine.

LEROY W. SWEETTUND
Mary Esther, Fla.

I was happy to read in the March 1986 issue that the Iron Horse Rambles have returned. It's always a treat for an old steam buff to learn that there's one more whistle to be heard over the land.

But in the same issue, it was confirmed that your printing of Joe Easleys' NOT ON THE WHEEL REPORT had come to an end. As I see it, there's been a trade-off. Joe Easley for Iron Horse Rambles. While I welcome the latter, I feel a deep loss at possibly seeing my last printed Easley cartoon. To a lot of us old timers, Easley was the Norman Rockwell of railroading. I thank you for bringing us Joe Easley as long as you did.

Is there any chance of opening a future R&R and seeing "Return of Joe Easley" on your cover?

T.B. THOMPSON
Grants Pass, Ore.

⇐ *Dropping the Easley cartoons wasn't really planned; it just "sort of happened" when we needed the space for Dan Cupper's report on the K4, a news story which developed too quickly to have space allocated in advance as a feature article. There is not an unlimited supply of Easley's work, however, and we have pretty well used up the best of it. The few that we have remaining are of marginal quality and tend to duplicate already-used themes. If some better ones show up (they weren't published in every issue and are not indexed, so it takes quite a lot of "hunting" through the back issues), we may use them from time to time, but it will probably not return as a regular feature. And that is something we regret as much as you do*—J.B.

"FRED"

Yesterday's afternoon vigil in Marshall Canyon west of Spokane, Wash, produced only one BN work train before sunset. To pass the time, we breezed through the May R&R and couldn't help but laugh at your G-rated explanation of the acronym FRED on page 66. If Jim Boyd would spend more time chewing some fat with the train crews, he'd know that when a railroader comments about his train's FRED, it's not some smiling conductor in a box. Four letter profanity is best kept from the pages of railfan publications, but don't expect it to disappear from conversation in locomotive cabs and yard offices on matters of lost jobs and, in some cases, increased danger brought on by little bundles of technology. When a train stops around a blind curve in dark territory, don't expect FRED to hop down from his coupler knuckle and run back and prescribed distance to protect his train. We figure by the time the brakeman has walked 80 or more carlengths back to do what FRED can't, he has every reason to be cussing about it.

FRED SIMON
Spokane, Wash.
BRUCE KELLY
Coeur d'Alene, Idaho

Reference Jim Boyd's piece on "end of train devices" in the May MARKERS, I think the term "FRED" is a little more specific than just personalizing RED for "rear end device." FRED is rather common out this way, and we hear the printable version of the full term is "*Flashing*" Rear End Device. Your readers can probably puzzle out the less socially acceptable term. It seems to stem from train crew's opinion of the value of the

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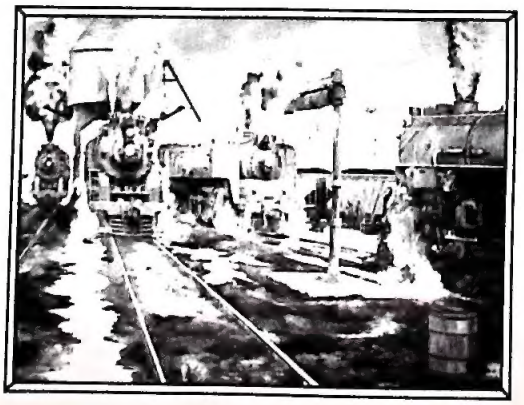

"black box" as opposed to a real caboose at the rear of the train.

GORDON C. BASSETT
Colorado Springs, Colo.

Boy, did we get mail on this! Rest assured that we really did now what FRED stood for when we started. Our favorite reply, however, came from a disgruntled UTU member who sent us a copy of the UTU News *with the name of the Union President Fred Hardin circled and a note, "Put two and two together; he's the one who gave away the cabooses."*—J.B

Tehachapi, Cajon and 4449

I thoroughly enjoyed the entire May 1986 issue, especially "Four Cowls Over Tehachapi" by David C. Lustig. I first saw Tehachapi Loop from the chair car window aboard SP train No. 51, the westbound *San Joaquin Daylight*, while on my way to Portland, Oregon, in August 1949. I have been photographing trains between Mojave and Caliente since March 1967, so I know a little about the territory. While reading Lustig's article, it was very easy to put myself in the cab of 5257.

However, there are two minor points I would like to clarify. First, the map on page 35 shows the SP going to Cajon. This is somewhat misleading as the SP actually goes to Palmdale where it splits into the Palmdale-Colton cutoff to West Colton via Cajon Pass and the Saugus line to Los Angeles via Soledad Canyon. Cajon is a wide spot on the interstate in the San Bernardino Mountains. The map should have indicated that the SP goes to Colton/Los Angeles.

Second, he states on page 34 "From here, the railroad will climb almost 1,300 feet to Summit, just east of the mountain town of Tehachapi. According to the SP Los Angeles and San Joaquin Divisons Timetable, the correct name is Summit Switch, so named for the switches and runaround tracks used for cutting out helpers from eastbound trains. You can still see the grading for the wye that turned steam helpers in the glory days. In southern California, "Summit" is on the Santa Fe in Cajon Pass.

Finally, the real grabber in the whole issue was Ellen McCreary's "I Never Planned to be a Railfan." I grew up with GS4s and *Daylights* and air horns and boat whistles and cab-forwards. The very mention of 4449 sends those chills up and down my back. I consider myself very, very lucky to have ridden behind the Queen from Phoenix to L.A. when she was returning to Portland from New Orleans. The only problem with the arti-

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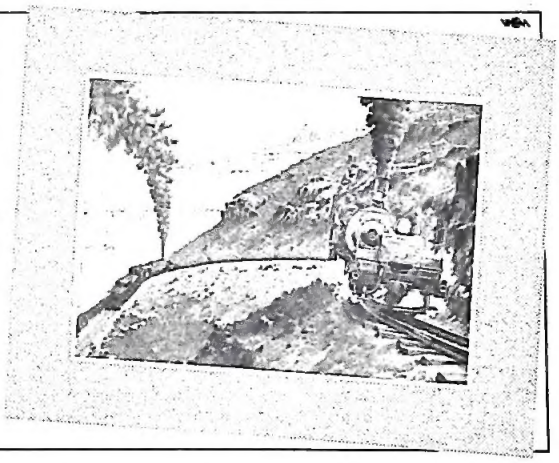

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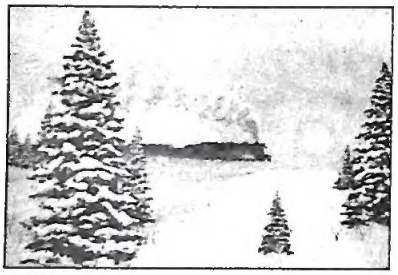
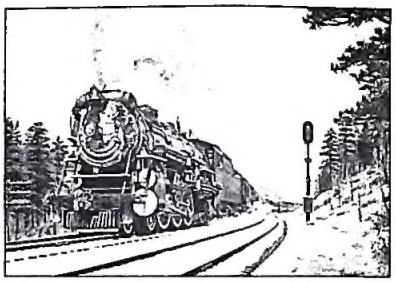
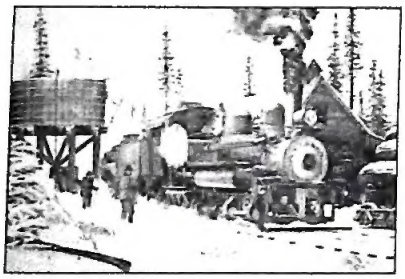


5090 May the Peace and Happiness of the Christmas Season abide with you through all the Coming Year **SOO LINE WINTERSCAPE**—*artist Mike Danneman*

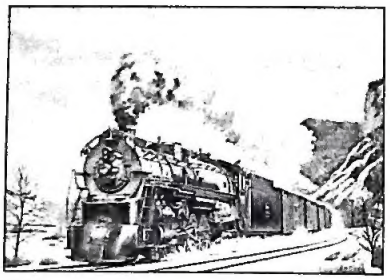
5099 Merry Christmas and Best Wishes for a Happy New Year **THE MIGHTY NIAGARA**—*artist Howard Fogg*



5103 Merry Christmas and a Happy New Year **THE CRESCENT LIMITED ON A DECEMBER RUN**—*artist Howard Fogg*

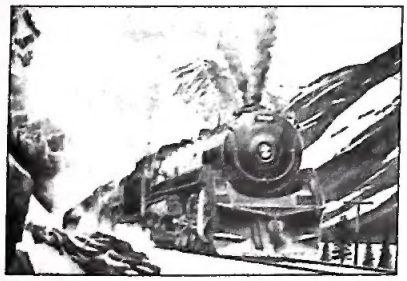


5091 Merry Christmas and a Happy New Year **LEAVING REYNOLDS CAMP**—*artist Jan P. Rons*

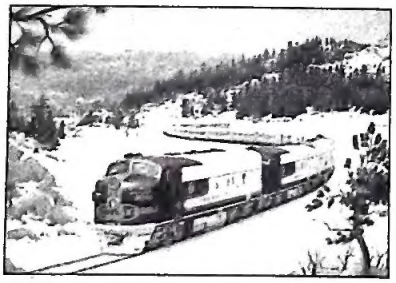


5102 May Peace be your gift at Christmas and your treasure throughout the New Year **FAMOUS BURLINGTON ENGINE 5632**—*artist Howard Fogg*

5095 May there come to you at this holiday time...Health, Happiness, and Enduring Friendships **WESTERN MARYLAND WINTER**—*artist Howard Fogg*

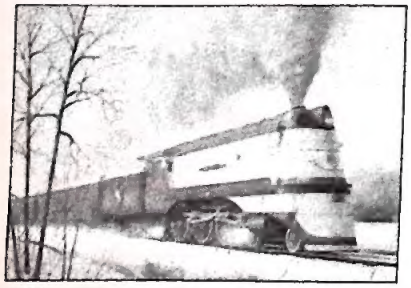


5104 Merry Christmas and a Happy New Year **CLIMBING KICKING HORSE PASS**—*artist Howard Fogg*

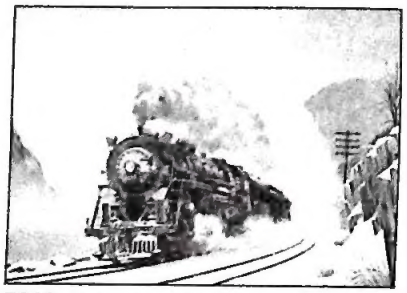


5089 Merry Christmas and a Happy New Year **SANTA FE SUPER CHIEF**—*artist Mike Danneman*

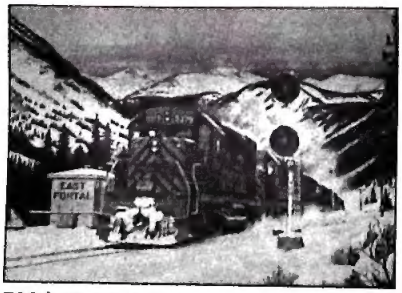
5092 May the meaning of the Season be deeper, its friendships stronger, and its hopes brighter as Christmas comes to you this year **RIO GRANDE SOUTHERN**—*artist R.E. Pierce*



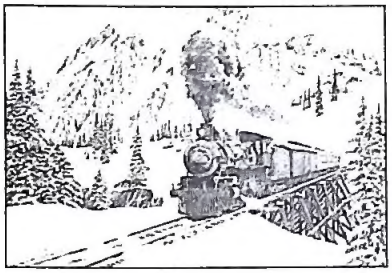
5093 Merry Christmas and a Happy New Year **NORTH WOODS HIAWATHA**—*artist R.E. Pierce*



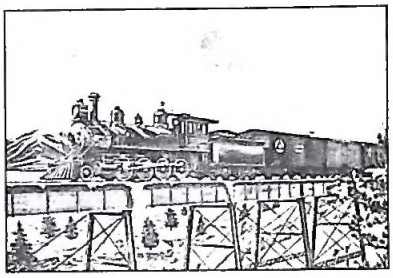
5013 May the meaning of the Season be deeper ...as Christmas comes to you this year **GREEN FLAGS FOR A CHRISTMAS RUN**—*artist Howard Fogg*



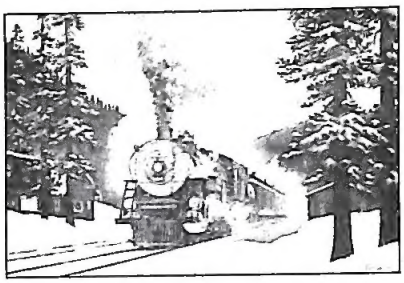
5094 Merry Christmas and a Happy New Year **DAWN AT EAST PORTAL**—*artist Howard Fogg*



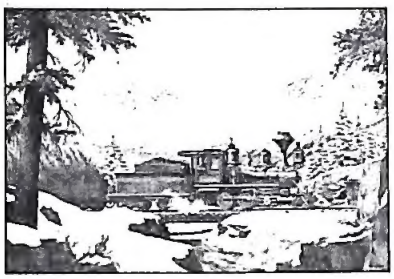
5096 To those we love and see each day and other loved ones far away...Merry Christmas and Happy New Year! **HOME FOR CHRISTMAS**—*artist Jodie Boren*



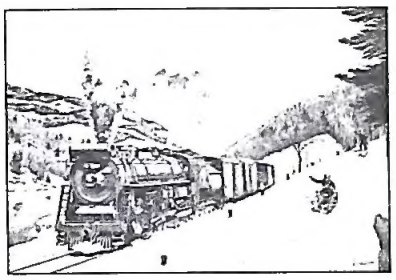
5100 May there come to you at this holiday time...the precious things in life: Health, Happiness, and Enduring Friendships **HEADED FOR TROUT CREEK PASS**—*artist Howard Fogg*



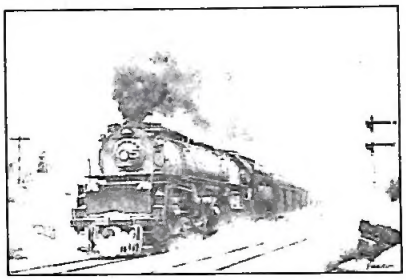
5041 From our crew to yours... Merry Christmas and Best Wishes for a Happy New Year! **PRIDE OF THE NORTHWEST**—*artist Howard Fogg*



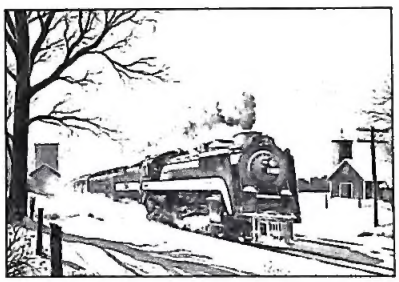
5101 May you and yours this Christmas Day and every day this coming year be blessed with health and happiness **FRESH TREES AND FULL STEAM**—*artist Howard Fogg*



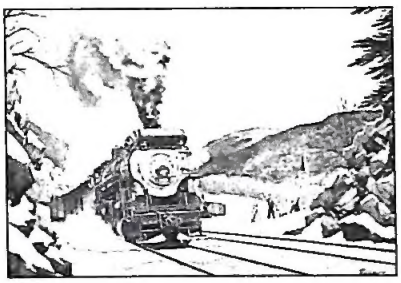
5097 To those we love and see each day and other loved ones far away...Merry Christmas and Happy New Year! **RACING THE CENTRAL VERMONT 700**—*artist Howard Fogg*



5088 Merry Christmas and Best Wishes for a Happy New Year **WYOMING BLIZZARD!**—*artist Howard Fogg*



5014 With Best Wishes at Christmas and Happiness through all the Coming Year **THE WABASH CANNONBALL**—*artist Howard Fogg*



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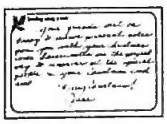

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cle was that my glasses kept getting wet and I could not see the words. After several attempts, I made it through to the end.

HERBERT JOHNSON
Glendale, Cal.

I've enjoyed Daivd Lustig's recent articles. They're helping to remove the "eastern bias" that R&R has had in the past.

In his excellent "Four Cowls Over Tehachapi," there are a couple of slight errors I'd like to point out. The photo on pages 32 and 33 of the train passing a wind machine was not taken at Cameron, but about 7.5 miles east of Cameron near where the lines crosses the Los Angeles Aqueduct. Prior to the installation of double track in 1924, there was a siding called "Fram" at this location.

Additionally, on page 37 it states that "from the east end of Caliente to Bena it is double track again." Actually, Caliente and Ilmon sidings were connected in 1983 (following the daylighting of Tunnel No.½ during flood reconstruction) to form 3.8 miles of reverse-signaled double track. From Ilmon to Bena, 3.4 miles, it remains single track, although I am told there are plans to add a second track there as well.

MIKE WOODRUFF
Bakersfield, Cal.

Mojave Northern

In David Lustig's "Four Cowls Over Tehachapi," he refers to the now-abandoned narrow gauge plant railroad at Monolith as the Mojave Northern. Actually, the Mojave Northern is the still-operating standard gauge mine railroad of the Southwestern Portland Cement Company at Victorville, near Cajon Pass. Formerly using three Fairbanks-Morse H20-44s (all now in museums), the line is now run with an SDP35 and a GP40, both lettered (as were the FMs) for the cement company.

ED MACKINSON
El Sobrante, Cal.

Missing the Point

The May 1986 R&R has just arrived. Because of our interest in the first transcontinental railroad, I was drawn to David Lustig's review of the new book *Donner Pass*. In his review, Lustig perpetuates a historical error in the location of the transcontinental railroad's completion. For some unknown reason, the location is frequently referred to as Promontory *Point*, where in fact the location was at Promontory (or Promontory Summit), Utah.

Promontory Point does exist, but it is 35 miles south of Golden Spike National Historic Site. Southen Pacific's main line west of Ogden crosses the Great Salt Lake on a causeway, but about five miles of track are landlocked on Promontory Point.

The path of the original transcontinental route, however, bypassed the Great Salt Lake to the north. It was here at Promontory where the rails were joined on May 10, 1869.

We hope this clarifies this common error.

DENNY DAVIES
Superintendent,
Golden Spike National Historic Site
Brigham City, Utah

This one also got lots of mail. We don't know how that error slipped through, since both Lustig and your editor know the difference between Promontory and Promontory Point. We are in good company, however; the PBS production of "The West Of the Imagination," airing on September 22, also refers to

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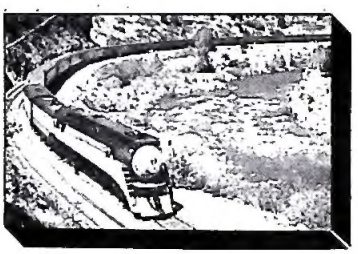
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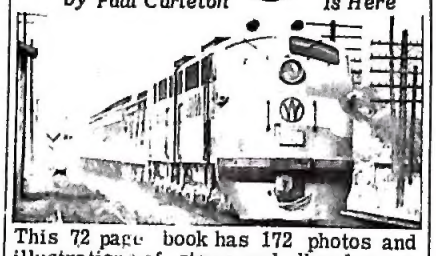
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the joining of the rails at Promontory Point. I only hope that they get a letter from Superintendent Davies, too—J.B.

Snoqualmie

I enjoyed reading "Mallets In The Woods," by Dan Olah in the May '86 issue. In the spring of 1984 I had an interesting day at Snoqualmie. I was visiting a nephew, Howard Shafer, who lives near North Bend, and he wanted me to see an engine that the local railroad historical society had obtained. We drove to Snoqualmie. It was a surprise to see the UP 2-8-0 529, an engine I had worked on as a fireman and as an engineer more times than I can remember. I have seen a lot of sunrises, sunsets, storms and fair weather from her cab, before and after she was converted to oil.

I love old steam engines. They seem to have their own individual personalities. Engines of the same type were never the same to ride, fire or run. They all had their own feel. To me the 529 stands out in my mind as having a solid ride and strong feel. She was always square. Strangely enough, it is her whistle I remember best. Her whistle had a strong clear tone, which opened and closed smoothly as you would allow it to. It was a whistle you could really express yourself with. I have been wondering why the 529 was not mentioned in Dan Olah's article. Would you please explain this omission.

GEORGE SHAFER
Blackfoot, Idaho

"Mallets in the Woods" was fabulous, but it would have been great to mention a few words about 2-4-4-2 No.7, the first-ever Baldwin logging Mallet, that is in pieces at Niblock yard.

JAMES BENDER
Tacoma, Wash.

The UP/OSL 2-8-0 was listed in the equipment roster but received no editorial mention, but the 2-4-4-2 seems to have been overlooked completely—J.B.

Century 430s

You probably get a lot of "thanks for the memories" letters, and they may be getting old by now. But I just couldn't help writing one after your C430 article. You've reaquainted me with some old friends! You see, in April 1977 a group of rail-friends and I took the trip to Mingo Junction from my hometown of Heath, Ohio, with stars in our eyes and visions of C636s, C630s, C425s, RSD7s and RSD12s dancing in our heads. We parked near the Mingo roundhouse and literally ran to the other side and saw two Alcos. *Just two!* One was the 2052, and the other was a C430 peeking out of the roundhouse. We were shocked. A Conrail employee advised that "all the big Alcos were up near the lake (Erie) on revenue runs." So we studied the 2052, awed at the fact that it produced smoke even when idling!

But that wasn't the last I saw of 2052 or her sisters, as they occasionally worked through freights on the ex-PRR "Panhandle" through my hometown. The last C430s I saw were the two ex-Reading units on a freight passing through Newark, Ohio. The 5212 had a big "hold for scrap, Naporano Inc." on its cab side. This was in the fall of 1981. Truly, Alco's C430 was a landmark engine, and your article seemed to make them come to life.

EDWARD S. LENIO
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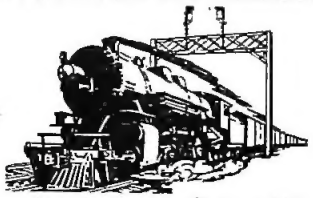

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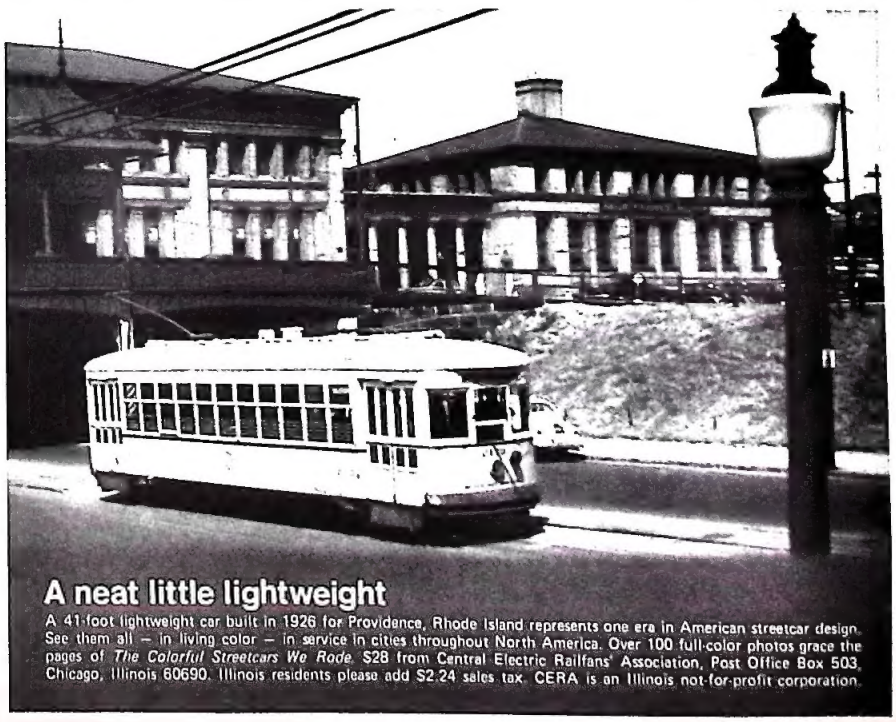

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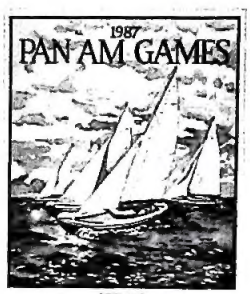
***Extra South* returns!**

John Krause has been busy lately working with H. Reid down in Virginia putting together a revised second edition of Reid's classic book *Extra South*. Originally published in 1964 with a press run of only 2000 copies, this book is a series of folksy studies of Dixie railroading, including anecdotes about the ET&WNC narrow gauge, Norfolk Southern's baby 2-8-4s, the Wreck of Old 97, the N&W's "Huckleberry" line with 4-8-0s and more.

This new edition contains all the original material in updated layouts and adds over 45 new photos along with some more text. The book is vertical format with 144 8½"×11" pages, perfect-bound softcover. Carstens book C53, it sells for $21.95 postpaid from Carstens Publications, P.O. Box 700, Newton, NJ 07860. John says we should have them in stock by August 1. We now have in stock *Electric Heritage of the Long Island Rail Road* by Ron Ziel and John Krause, and it came out beautifully. This 48-page softcover (C50) sells for $7.95.



What's new?

Who says the Grand Era of Interurbans is dead? This summer the yacht races of the Pan American Games will be held on Lake Michigan off Michigan City, Indiana, and local artist Laura Sprague has produced a poster promoting the Chicago South Shore & South Bend as the way to visit the races. Done in the style used by the CSS&SB in the 1920s, the 18×27" poster has a watercolor rendering of racing yachts and inscriptions promoting the "South Shore Line." It sells for $12.00 from Peach Studio, P.O. Box 8882, Michigan City, IN 46360.

Dick Murdock has produced a delightful 144-page softcover book entitled *Smoke in the Canyon, My Steam Days in Dunsmuir*, with photos and stories of the Southern Pacific's most picturesque division point, Dunsmuir, California, just below Mt. Shasta. He spins some highly personalized tales of working and living in this beautiful but remote area. Murdock is a good story-teller, and a fine selection of photos and artwork make this an enjoyable book. It sells for $15.95 softcover or $25.95 hardcover plus $1.50 postage and handling (Cal. res. add 6% tax) from May-Murdock Publications, Drawer 1396, 90 Glenwood Ave., Ross, CA 94957.

San Jose, California, gave us "Prune Country" (see page 14), and now from the other end of the country we have *The Blueberry Express* about New Hampshire's Suncook Valley Railroad, which ceased operation in 1952. It is edited by John C. Hutchins for the Suncook Valley Railroad Historical Society. This 112-page softcover, printed on extremely high quality heavy gloss stock with very good photo reproduction, is a fascinating look at short line railroading at its very best with 2-6-0s, mixed trains and 44-tonners. There are plenty of action photos and even color on both steam and diesel operations. The book sells for $15.50 postpaid (Mass. res. add 5% tax) from Flying Yankee Enterprises, P.O. Box 595, Littleton, MA 01460.

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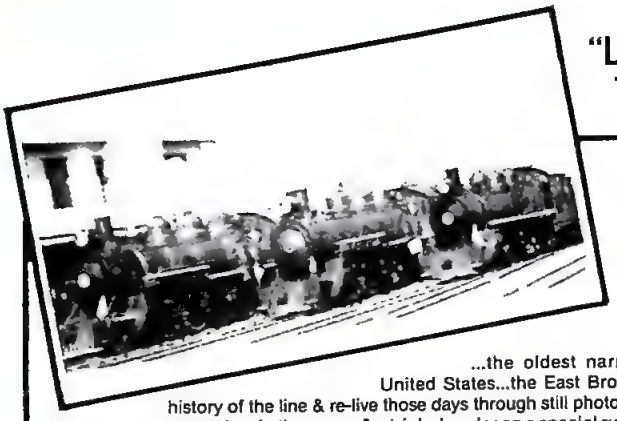

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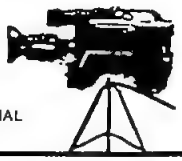

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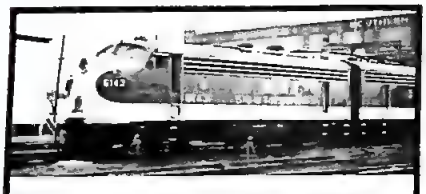

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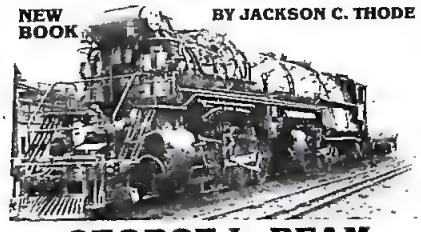

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excursion operators in the U.S. and Canada. Each of the approximately 175 listings includes a photo, address and phone number and current operating schedules. There are also discount coupons for many of the lines. The book sells for $6.00 from the Empire State Railway Museum, P.O. Box 666, Middletown, NY 10940.

Calendar Call

The first calendar for 1987 was delivered to us in person at SteamEXPO by its publisher, Adolph Hungry Wolf, and it's a beauty. The "Canadian Railway Scenes 1987 All-Colour Calendar" is in an 18″×12″ folded-out wall format with handsomely reproduced color scenes that combine action with atmosphere. Beginning with a Phil Hastings shot of CPR 2-8-2s in Ontario, it includes a CPR 2-10-4/ Royal Hudson doubleheader, a CN FPA4 night shot, a CN 4-8-2 on a timber trestle, CN 6060 meeting a VIA train in the rain, a Hillcrest Climax as well as a Canadian Collieries 4-6-0 on Vancouver Island, CN 4-8-4 6218, a CPR 2-10-0 with vintage Geeps, a Royal Hudson/2-8-0 doubleheader into Squamish, CN's Spadina Shops at night in 1957 and a CPR 4-4-0 in a 1959 blizzard. The calendar sells for $9.95 (Canadian funds in Canada and U.S. funds in U.S.) from Good Medicine Books, Box 844, Skookumchuck, B.C., Canada V0B 2E0.

A color action scene of a 2-6-6-6 adorns the cover of the "Chesapeake & Ohio Calendar—1987" from the C&O Historical Society. The rest of the photos in this 11″×17″ folded-out wall calendar are nicely reproduced in black & white. Obviously of C&O subjects, they include action with another Allegheny, two 2-6-6-2s, a 4-4-2, a 4-6-2, E8s on the Louisville *George*, C&O and PM 2-8-4s, GP7s and a 2-8-8-2 plus engine terminal scenes with a 4-6-0 and 2-10-4. It sells for $3.75 postpaid from 1987 COHS Calendars, Dept.RRCC, 93 Buckboard Lane, Fairfield, CT 06430.

Traction Publications by Joe L. Diaz

WEST JERSEY RAILS II, A Series of Stories about Southern New Jersey Railroad History, by the West Jersey Chapter NRHS, P.O. Box 1022, Haddonfield, NJ 08033 is a 72-page 8½″×11″ softcover. Continuing the format they established with *West Jersey Rails I*, this is an attractive volume containing ten illustrated articles on a wide variety of steam/diesel railroad and electric traction operations in the New Jersey region between Philadelphia and Atlantic City. It has over 110 photos, well reproduced, with detailed and interesting captions. Among the subjects are the Delair Bridge, Atlantic Type Locomotives of the Reading/CNJ/PRR/WJ&S/ PRSL, Atlantic City Union Station and—of particular interest to traction fans—the Shore Fast Line. In addition, there are numerous track maps and reproductions of timetables, tickets and brochures. I found this a very worthwhile volume. It sells for $10 plus $1 postage.

THE LAUREL LINE, An Anthracite Region Railway, Interurbans Special 103, by James Henwood and John Muncie. This is a 208-page 8½″×11″ hardcover about the Lackawanna & Wyoming Valley, a unique Pennsylvania coal country interurban line that operated between Scranton and Wilkes-Barre. It is well known for its use of outside third rail on private right-of-way.

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Although its equipment roster of less than 50 passenger cars was relatively small, it was varied and interesting, and the freight equipment was especially worthy of note. The book contains a detailed roster, extensive photos and outstanding car drawings. A majority of the over 240 photos in the book are from veteran L&WV fan Ed Miller—who also provided much of the interesting caption information.

The book includes a detailed history of the line's origins and operations, augmented by useful charts, maps and timetable reproductions. Some of the nearby steam operations are also illustrated. The only drawback of the book is that it is printed on a semi-gloss paper, and even good halftones come across rather flat—the halftone work seems to be excellent, but the paper doesn't do it justice.

Laurel Line is available for $34.95 plus $1.50 postage and handling from Interurban Press, P.O. Box 6444, Glendale, CA 91205.

Book Reviews

Prune Country Railroading, Steel Trails to San Jose, by Norman H. Holmes, published by Shade Tree Books, P.O. Box 2268, Huntington Beach, CA 92647. 194 8½"×11" pages, hardcover, $34.95.

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Northern California fans will usually be able to envision more, with San Jose probably heading up the "second" list.

San Jose. Once a quiet little town situated on the southern end of San Francisco Bay, it has found itself part of the greater megalopolis, due in no small part to being the southern terminus of the SP San Francisco commute service. While the loyal among us know the area for the commutes, a major branch for the Western cum Union Pacific and a way-stop on the SP coast main line, the city apparently held its own at one time as a Mecca for prune farmers. I have only two complaints with Holmes' book, and one of them is that silly title. "Prune Country" sounds like some breakfast cereal for the constipated and doesn't even remotely suggest to a non-Californian the geographic area in question.

Despite this, Holmes has produced a nice book, filled with a complete history of not only the major railroads in the area, but industrials, shortlines, trivia, steam, diesel, trolleys and everything and anything else that ran there. The author is obviously familiar with his subject, and the wealth of history he imparts is not only interesting but relevant.

However, there seems to be at least one glaring omission: photos of SP's Fairbanks-Morse Train Masters! Blink while thumbing through the book and you'll miss it. West Coast fans who have grown up on diesel fumes always tried to get to the Bay Area to see the Train Masters, and it was also the last place to see common carrier FM switchers in the state of California.

While I rail against the lack of opposed-piston power in "Prunes," fans wanting to know more about the usually unremarked San Jose area will enjoy this book. The photo reproduction is very good, and the variety of railroading presented is impressive, ranging from big and small steam and diesel on the SP and WP to the legendary South Pacific Coast and local industrials. There are photos of visiting steam locomotives (including British Columbia's Royal Hudson 2860 and, of course, SP 4449) and special trains such as the 1948 *Freedom Train* and UP's articulated streamliners. There are even amusement park railroads and a rail-riding blimp mooring mast, complete with blimp. But the bulk of the material is good action on the SP and WP with everything from steam switchers to orange and silver F-units. Numerous maps show the overall area, and there are track diagrams of the important yards. It is a worthwhile example of armchair entertainment and reference material—DAVID LUSTIG.

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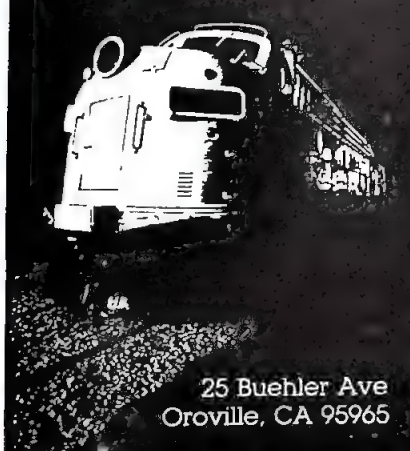

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Timetable

Listings in this column are published without charge and are run on a space-available basis at editor's discretion. Policy is to run two consecutive issues per entry where appropriate. RAILFAN & RAILROAD accepts no responsibility for date or time errors or cancellations. Notices must be received by Jan. 15 for May issue, Mar. 15 for July issue, May 15 for Sept. issue, July 15 for Nov. issue, Sept. 15 for Jan. issue and Nov. 15 for March issue.

RAILFAN EVENTS

NORFOLK SOUTHERN, 1986 Excursion Season. The following listings indicate: **Date,** locomotive, route and (sponsoring organization). See listings at end for addresses of sponsoring organizations and contact them for tickets, fares and specific information. Locomotive 611 is N&W streamlined Class J 4-8-4, and FP7s are SR green and gold passenger diesels.

August 2, 611 Buffalo to Erie, Pa., and return (BCN); **August 3,** 611 Erie to Bellevue, Oh., with diesel return to Erie (LSR); August 9-10, 611 Bellevue to Columbus, Oh., round trip each day (MR&NKP); **August 9-10,** FP7s Richmond to Keyesville, Va., for Virginia Summer Festival and return each day (ODC); **August 16-17,** 611 Kenova, W.Va., to Columbus, Oh., and return each day for Ohio State Fair (CPHC); **August 23,** 611 Cincinnati to Danville, Ky., and return (CRC); **August 24,** 611 Cincinnati to Portsmouth, Oh., and return (CRC).

September 13-14, 611 two-day roundtrip Lexington, Ky., to Chattanooga, Tenn., on Saturday and return on Sunday (BGM).

The sponsoring organizations are: (BCN) Buffalo Chapter NRHS, 416 Chicora Rd., Lewiston, NY 14092; (LSR) Lake Shore Railway Historical Society, Wall St. at Robinson St., P.O. Box 571, North East, PA 16428; (MR&NKP) Mad River & NKP Railroad Society, P.O. Box 42, Bellevue, OH 44811; (ODC) Old Dominion Chapter NRHS, P.O. Box 8583, Richmond, VA 23226; (CPHC) Collis P. Huntington Chapter NRHS, P.O. Box 271, Huntington, WV 25707; (CRC) Cincinnati Railroad Club, P.O. Box 36060, Cincinnati, OH 45236; (BGM) Bluegrass Railroad Museum, P.O. Box 1711, Lexington, KY 40592.

NICKEL PLATE 2-8-4 765, 1986 Season. NKP 2-8-4 765 is tentatively scheduled to be operated on the following dates by the Fort Wayne Railroad Historical Society, pending final approval of operating railroads and verification of insurance. See list at end for sponsoring organizations and check locally for firm details.

August 2-3, Hoboken, N.J., to Port Jervis, N.Y., and return each day (ESS); **August 16-17,** Utica, N.Y., to Binghamton, N.Y., and return each day on NYS&W (CNY); **August 23-24,** Buffalo to Salamanca, N.Y., and return each day on Chessie/BR&P (WNYRHS).

September 13-14, Ft. Wayne to Peru, Ind., and return each day (FWRHS); **September 27-28,** Cincinnati to destination not yet determined and return each day (CCN); **October 11-12, 18-19,** Huntington to Hinton, W.Va., via New River Gorge and return each day (CPHC).

The sponsoring organizations are: (ESS) Eastern Steam Spectacular, Jersey Central and Tri-State Chapters NRHS, Tri-State Ry. Historical Soc., P.O. Box 2243, Clifton, NJ 07015, 201/488-5429; (PJDPS) Port Jervis Depot Preservation Society, P.O. Box 1004, Port Jervis, NY 12771; (CNY) Central New York Chapter NRHS, Martisco Station Museum, Martisco Road, Marcellus, NY 13108; (WNYRHS) Western New York Railway Historical Society, P.O. Box 502, Tonawanda, NY 14151; (FWRHS) Ft. Wayn Railroad Historical Society, P.O. Box 11017, Ft. Wayne, IN 46855; (CCN) Cincinnati Chapter NRHS, Box 15441, Cincinnati, OH 45215; (CPHC) Collis P. Huntington Chapter NRHS, P.O. Box 271, Huntington, WV 25707..

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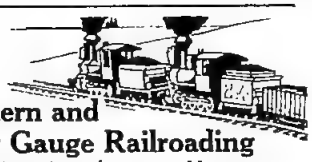

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BOSTON, MASSACHUSETTS, August 30-September 1. Mystic Valley Railway Society will sponsor rail trip to Niagara Falls. For details as they become available, send SSAE to: Mystic Valley Railway Society, Inc., P.O. Box 486, Hyde Park, MA 02136; 617/361-4445

DETROIT, MICHIGAN, September 5-7. "Wabash Cannonball" diesel-powered three-day rail excursion from Detroit to St. Louis over N&W former-Wabash line with two nights in the Gateway City. Contact: Bluewater Michigan Chapter NRHS, P.O. Box 296, Royal Oak, MI 48068-0296.

RAIL TRAVEL CENTER, One Fountain Court, 1201 Pacific Ave., Tacoma, WA 98402, (206/572-5850) has the following escorted tour rail excursions scheduled

CANADA, September 11-27, Grand Canada Tour from EXPO '86 on VIA coast to coast to Halifax with rail attractions along the way

UNITED STATES, October 8-20, Grand Fall Tour coast to coast on Amtrak to include Strasburg R.R., Steamtown, Pocono Mountains, Dutch Country, "Delta Queen" Pittsburgh to Cincinnati and "Cardinal" through the Blue Ridge to Washington, D.C.

NORTH CONWAY, NEW HAMPSHIRE, September 13. Annual Railfans Day at Conway Scenic Railroad with numerous trains and consists including freight, mixed and passenger with steam and diesel power and doubleheaders. Photo runs on 3.25% main line grade and run to Intervale. Power includes 2-6-2 and ex-GT 0-6-0 plus B&M F7 and Alco S4 diesels. Model railroad open house, handcar and velocipede rides, special exhibits, flea market, slides/movies in the roundhouse and night photo session. No admission charge to grounds; all-day train riding pass $9.50. For details send SSAE to: Conway Scenic R.R., P.O. Box 947R, North Conway, NH 03860; 603/356—5251.

INDIANAPOLIS, INDIANA, September 13. Third Annual Indiana Tractiqn Meet, 11am-9:30pm at Indiana Convention Center, 100 South Capitol Ave., Indianapolis. Movies and slides of Illinois Terminal System to be featured. For details send SSAE to: Ronald A. Morris, 9636 W. Morris St., Indianapolis, IN 46231; 317/839-0132.

TACOMA, WASHINGTON, September 13-14. "Mount Rainier Express" excursion from Tacoma "D" Street Station to Western Junction and return over Chehalis Western (former Milwaukee and Tacoma Eastern trackage). Train will be Mt. Rainier Scenic 2-8-2 No.5 and coaching stock. Several photo runbys planned and possible tour of CW shop. Information and registration: Pacific Railtours, P.O. Box 99148, Tacoma, WA 98499; 206/581-4453.

ST. JOHNSBURY, VERMONT, September 20-21, 27-28 and October 4-5, 11-12. Fall Foliage Excursions with diesel power over Lamoille Valley R.R. departing Fairbanks Station on High Street in St. Johnsbury at 9am and 1pm for three-hour round trips to Greensboro Bend. Photo stops en route. Adults $15, students and children $5. Contact: StJ&LC Railroad, Inc., P.O. Box 636, St. Johnsbury, VT 05851; 802/748-3678 or 748—3685.

WILLARD, OHIO, September 26-28. The Association for B&O System Historical Research and City of Willard hosting joint AB&OSHR National Convention and Willard B&O Festival with a wide variety of family and railfan events. Included are rail photo exhibition and contest, scale model show, equipment displays, slide/movie shows, model flea market, picnic, live entertainment and dinner at YMCA. For full information send SSAE to: AB&OSHR Convention, c/o Linda E. Strogen, Vice President—Group Events, 347 Center Street, Bridgeport, WV 26330.

HONESDALE, PENNSYLVANIA, October 4, 5, 11, 12, 18 and 19. "Stourbridge Line" diesel-powered 50-mile round

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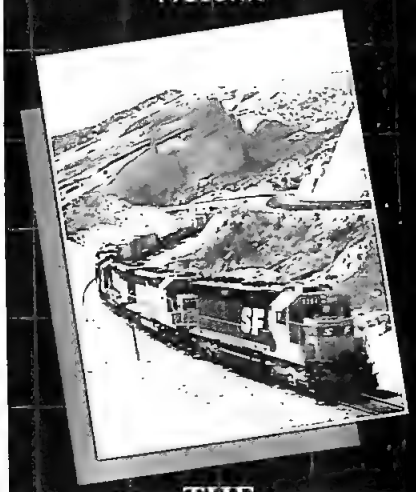

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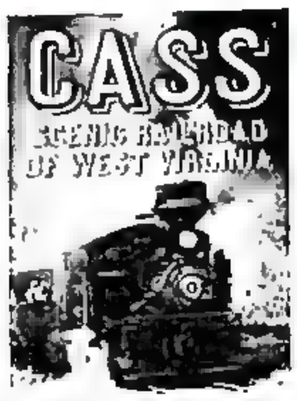

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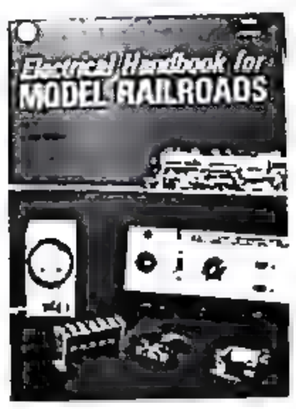

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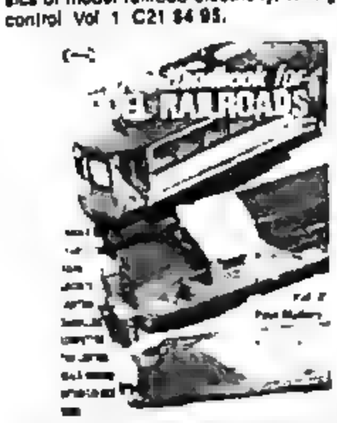

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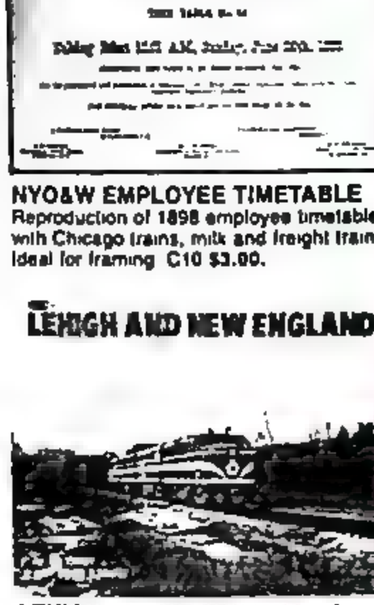

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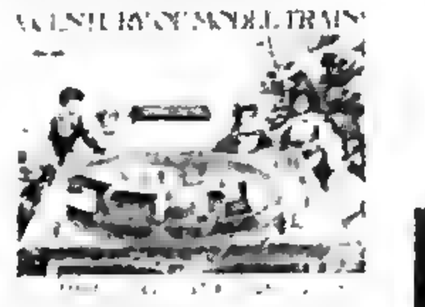

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trip excursions between Honesdale and Lackawaxen; two trips daily, departing Honesdale 9:30am and 2 30pm Open window cars; layover in Lackawaxen. Contact: Wayne County Chamber of Commerce, 742 Main Street, Honesdale, PA 18431, 717/253-1960.

LOUISVILLE, KENTUCKY, October 1986. Excursions scheduled with L&N 4-6-2 152. **Oct. 4-5,** round trip each day to Frankfort, Ky., for 200th Anniversary celebration. The following trips are tentative: **Oct.9,** ferry move Louisville to Corbin, Ky.; **Oct. 10,** ferry trip Corbin to Middlesboro; **Oct. 11,** excursions between Middlesboro and Pineville; **Oct. 12,** excursion Middlesboro to Harlan; **Oct. 13,** ferry trip Middlesboro to Corbin; and **Oct. 14,** ferry trip Corbin to Louisville via Lebanon Branch. Contact: Kentucky Railway Museum, P.O Box 22764, Louisville, KY 40222-0764.

ANN ARBOR, MICHIGAN, October 4. "The Annie Passenger Extra" fall color excursion over the Ann Arbor R.R. from Ann Arbor to Toledo. Contact: The Annie Passenger Extra, Bluewater Michigan Chapter NRHS, P.O. Box 296, Royal Oak, MI 48068-0296.

ST. LOUIS, MISSOURI, October 11. Missouri Pacific Historical Society 6th Annual Meeting at Ramada Inn South St. Louis, I-55 at South Lindberg. Send SSAE to: David Sapp, 212 E. Emerson, Garden City, KS 67846.

HUNTINGTON, WEST VIRGINIA, October 11-12, 18-19. "New River Train" excursions with NKP 2-8-4 765 from Huntington and Charleston over C&O through fall colors in New River Gorge to Hinton and return each day. For details send SSAE to: C.P. Huntington NRHS, P.O. Box 1252, Ashland, KY 41105.

INTERNATIONAL TOURS

NOGALES, MEXICO, September 26-28. "Destination Nacozari" on board a special three-car train (open window and air conditioned) over Pacifico Ry. branch through Cananea, Naco and Agua Prieta. Includes round trip bus from Tucson to trainside, two breakfasts, three box lunches, one dinner and beverages on train plus two nights hotel in Douglas, Arizona. Fare $255. Limited to 110 passengers. Send large SSAE for brochure to: Let's Travel Tours, P.O. Box 2768-C, Riverside, CA 92516-2768.

SOUTH AFRICA, October 1986. SARtravel rail tour beginning with the *Blue Train* from Johannesburg to Cape Town and then special steam train for 12 days behind 4-8-4s, 4-8-2s, a 4-6-2 and GMAM Garratt, including "Red Devil" Super 4-8-4. Limited to 106 passengers. Cost is $3600 per person including air fare from New York. For full color itinerary and reservations, call toll-free SARtravel 800/223-1880.

NEW ZEALAND, November 7-December 1, 1986. "The Railfans Tour of New Zealand" to visit twelve railway museums, ride both freight and passenger main line trains and the steam-powered "Kingston Flyer." Departs Auckland on November 7 and returns to Christchurch December 1. Package includes all hotels, breakfasts, admissions and transportation in New Zealand as well as some lunches and dinners. $1650 per person double occupancy; single occupancy $375 additional. International air fare not included. Contact: New Zealand Tourist & Publicity Office, 630 Fifth Avenue, Suite 530, New York, NY 10111; 212/586-0060.

RAILROADIANA MEETS

WHISTLE STOP TRAIN SHOW & SALE will be held at the following locations and dates. Friday and Saturday 10am-9pm, Sunday noon-5pm, free parking and admission unless otherwise specified. Contact: Railway Employees Activities Association, P.O. Box 16489, Rocky River, OH 44116; or call James Madden 216/476-0456.

Cleveland (Parma), Ohio, August 8-10, at Parmatown Mall, 7899 West Ridgewood Drive.

Dayton, Ohio, September 12-14, at Dayton Mall, 2700 Miamisburg-Centerville Road.

Cleveland (Richmond Heights), Ohio, September 19-21, at Richmond Mall, 691 Richmond Road.

Akron, Ohio, September 26-28, at Chapel Hill Mall off Rte.8 between Howe Road and Tallmadge Avenue.

ATLANTA, GEORGIA, August 16. Southeastern Railroadiana Collectors' 9th Annual Railroadiana/Model Train Sale & Trade Show at Georgia International Convention & Trade Center, south of Atlanta Airport, adjacent to Holiday Inn Crown Plaza 9am-4pm; admission $2, kids under 12 free; tables $20 For details send large SSAE to: Jack Martin, 4183 Paran Pines, Atlanta, GA 30327.

TOY TRAIN COLLECTORS SOCIETY will be holding Train Show, Sale & Swap Meets at the following locations and dates. For information contact: Clarence H. Steinbach, 274 Huth Road, Cheektowaga, NY 14225, or phone chairman identified in each listing.

August 31, Oneonta, New York, at South Side Holiday Inn, 10am-4pm. Ted Schultz, 607/432-6607.

September 28, Cheektowaga, New York, Hearthstone Manor on Dick Road, 10am-4pm. Raymond Baer, 716/632-4918.

ERIE, PENNSYLVANIA, September 5-7. Railroadiana & Model Train Show at Millcreek Mall, Rte 19. Admission free. Dealer tables $35 each, two or more $30 each. Regular mall hours 10am-9pm, Sunday noon-5pm. Contact: Carl Amidoh, P.O. Box 207, Lake City, PA 16423; 814/774-3570.

ST. LOUIS, MISSOURI, September 6. McDonnell Douglas Railroad Club Railroad Show & Swap Meet at North County Recreation Complex, 2577 Redman Road, St.Louis County, 9am-2pm. Admission $1, tables $10 in advance, $12 at door. Contact: Bill Holmes, 1402 Langholm Dr., Florissant, MO 63031; 314/837-5664.

PEORIA, ILLINOIS, September 7. Fifth Annual Railroadiana Show at Manual High School, Rte.116 (Lincoln at Griswold), 10am-4pm. Send large SSAE to: Jim Bixby, 2505 Melrose Place, Peoria, IL 61604; 309/674-7866.

DANVILLE, VERMONT, September 13. StJ&LC Railroad Inc. Third Annual Model Railroad & Railroadiana Show at the Danville Fire Hall on Railroad Street off U.S. 2, 9am-5pm. $1 donation, kids under 12 free. Contact: Bill Johnson, HCR 30 Box 40, Barnet, VT 05821; 802/592-3362.

GREENVILLE, OHIO, September 21. All Trains Flea Market at Darke Co. Fairgrounds, 11am-4pm. Adults $1, kids under 12 free. Contact: Larry Zeller, 4646 W. U.S. Rte.36, Piqua, OH 45356; 513/773-7186.

INDIANA, PENNSYLVANIA, September 21. Model Train Flea Market at the "Omni," Old Route 119 South. 10am-3pm. Admission $1.50. Contact: Ronald Dermitt, RD6 Box 136, Indiana, PA 15701; 412/349-1444.

ASHEVILLE, NORTH CAROLINA, September 27. Western North Carolina Model Train, Model Car & Hobby Meet at the Asheville Civic Center, 9am-3pm. Admission $2. Contact: David Summerford, Rt.1 Box 41, Pineville, NC 28134; 704/377-2582.

RUTLAND, VERMONT, September 27. Second Annual Rutland Area Railroadiana & Model Railroad Show at the Vermont State Fairgrounds on U.S. Rte.7. 10am-4pm. Adults $2, kids 6-12 50$CEN, under 6 free. Contact: Nilo of Karen Korpi, 114 Hemlock Rd., Milton, VT 05468; 802/893-4157.

ALLENTOWN, PENNSYLVANIA, September 28. Lehigh Valley Chapter NRHS Railroadiana & Model Railroad Show & Sale at Dieruff High School, Washington and Irving Streets (2 miles south of U.S. Rte.22 at Airport Road Exit). 10am-4pm. Admission $2, family $3. Contact: Paul A. Kuehner, P.O. Box 300, Laurys Station, PA 18059; 215/799-2530

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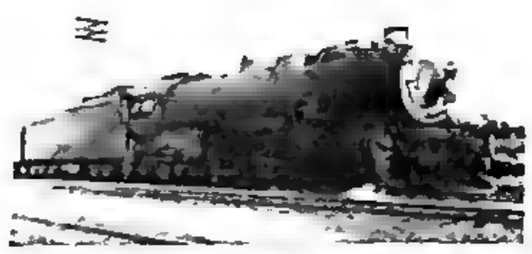

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Camera Bag

BY JIM BOYD

More Grubby Days

We got a letter the other day that brings up some interesting points:

"I've been lying here perusing the March '86 R&R and feel a few comments are in order. Some of the so-called hotshot photographers *still* have not learned that 'roaring sunshine' does not a great picture assure. Your review of Don Ball's new book, *Railroads*, points this up. Just because he has the great sense to go out and shoot in snowstorms, at twilight and moments before a cloudburst does not make them 'unusual lighting situations.'

"What Don recognizes—and damned few other color photographers do—is that *those* are the types of lighting that create the most dramatic and memorable images. I simply do not understand the ones who gripe and moan because the sun isn't shining in Binghamton on the day that they are visiting—it doesn't shine much around here at *any* time (this is being written on the last day of February, and since the first of the year the sun has been out here for fewer than four days!).

"I'd go so far as to suggest that the shots of Steamtown's Railfan Weekend in November would *not* have been helped by sunlight, because of its angle in the sky at that time of year and the high hills that tower over much of Steamtown's Roaring Brook Gorge trackage. Any damned fool can shoot in full sunlight. The real challenge is to be able to do something with the 'wretched overcast.' *That* separates the photographers from the snapshooters."

As you may have guessed, the letter was signed by J.J. Young, Jr., one of the finest black & white photographers in the business and a resident of Binghamton, New York, which is blessed with some of the grubbiest weather in the Northeast. If you are to become a railfan photographer in Binghamton, you *must* make your peace with the overcast or simply take up watching television.

With his letter pegged for this CAMERA BAG column anyway, I had a chance to try out some of J.J.'s philosophies on eight days of railfanning Vancouver for the EXPO coverage—and if there's any place that rivals Binghamton for overcast, it has to be the Pacific Northwest. The first day put us to the test with sunshine and blue sky at the fringes in every direction and one persistent cloud over the city and EXPO site. The photos of the VIA streamliners at the depot during a rare break in that cloud are the only ones

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that made it into my edited slide show, even though the noses are for the most part shadowed. The colors are vivid and the lighting dramatic against the white puffy clouds that dominated the few patches of blue in the sky. Even though properly exposed, the fully-overcast shots of the eastbound *Canadian* departing are dull and lifeless by comparison.

The rugged pine-laden mountainsides along Howe Sound and dramatic low clouds playing over the cliffs, however, made for some absolutely stunning shots on the British Columbia Railway with both 2-8-0 3716 on the Royal Hudson train and freight action with MLW/Alcos. In one particular scene at Britannia Beach, the overcast and clouds made a more interesting photo than the same shot a couple of days later with full sunlight at a less-than-ideal late morning angle.

Railfanning in the overcast, however, was maddening as the light readings with Kodachrome 64 were getting down to 1/125th of a second at f2.8 at noon. That was too dark to use my zoom lens, and we were right on the raw edge of disaster when it came to depth of field and stopping the action. Many shots were compromised to keep from blurring the

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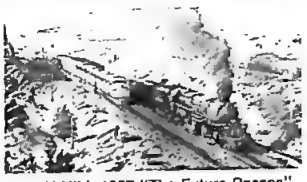

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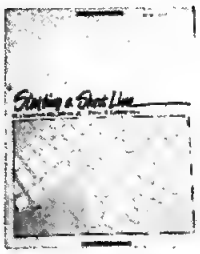

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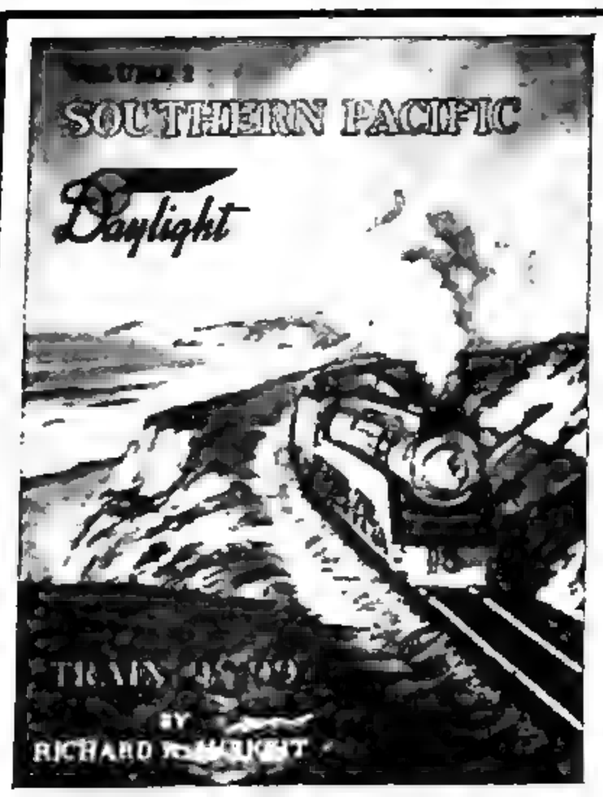

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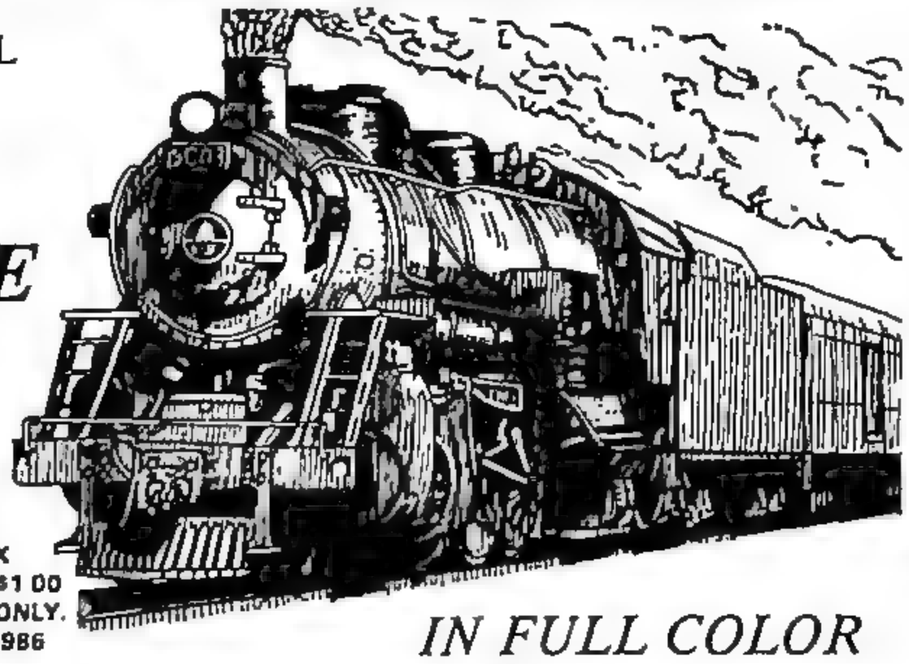

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Okay, how do you get good results in overcast situations?

The biggest problem with grubby weather is usually the ugly gray sky. Except in uncommon weather situations—low, white mountain clouds beneath the high gray overcast or the dynamic clouds of a rain storm situation—an overcast generally provides simply an evenly lighted but colorless sky. So get rid of the sky and just use the even light. Shoot down on your subject from above or shoot against buildings, trees or hillsides. (That was the problem with the VIA *Canadian* departure in Vancouver—the surroundings were minimal, and I was shooting a poorly-lighted train against a featureless gray sky.)

I made this concept work in my favor on the day of the Grand Parade of Steam, which happened, of course, under a total but reasonably bright overcast. Utilizing some interesting old warehouse buildings for a background, I did most of my shooting from the north side (which in spite of all the "dark side" jokes, would have been impossible in bright sunlight). When I shifted to the south side of the tracks about halfway through to vary the images, the resulting pictures were not as good because I was again shooting against sky instead of buildings (the black & whites work out better than the color in this instance).

Taking careful and intelligent light readings and not trying to squeeze out that one more f-stop or shutter speed is the key to getting bright and attractive photos in overcast conditions. You must take your light readings off the ground, equipment or buildings and *not off the sky*. If you read the sky, your photos will come out dark and underexposed no matter how sophisticated your automatic camera may be. A light meter is an idiot—computerized or not—and all it knows is that what you point it at is supposed to be medium gray. Learning to use your camera's light meter in any lighting situation is something that takes practice and the willingness to really be critical of your own work. But once you master it, bad weather can't ruin a once-in-a-lifetime situation for you. While I would have vastly preferred "roaring sunshine" at SteamEXPO, I used the overcast to my advantage to get photo angles that wouldn't have worked in sunlight.

You'll notice, however, that it is the sunlit color that is reproduced in the magazine coverage. There is still nothing like the "CIF" (Color Intensity Factor) conditions that you get in full sunlight. But if you use your head and light meter, a grubby day need not be a

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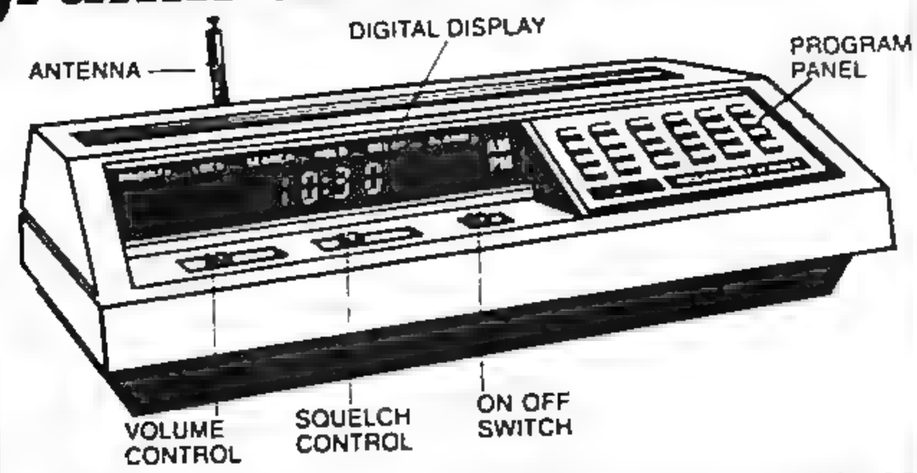

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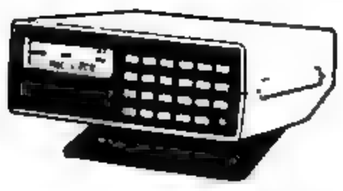

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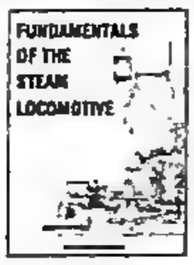

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Transit Currents

SkyTrain to Vancouver's

In Vancouver, British Columbia, the advanced light rapid transit system designed and built by the Urban Transportation Development Corporation is called "SkyTrain." December 11, 1985, was the start-up day of the system which runs from downtown Vancouver south and east to New Westminster. It follows the general corridor used by the old British Columbia Electric Railway of fragrant memory. Building and testing the system cost $854 million (Canadian). The 13.2 mile line is built of reinforced concrete and utilizes 114 vehicles which are 41.7 feet long, 8 feet wide and 10.3 feet high. They weigh in at 29,500 lbs. and carry 75 passengers. The welded aluminum cars are capable of cruising 47 to 50 m.p.h. Similar to the Scarborough ALRT system, each car is driven by two electric linear induction motors. There is a computer aboard each car and a line-side computer system that makes the whole thing work automatically. SkyTrain aims at operating on 75-second headways during the rush hours in the future, with a capacity of 30,000 passengers an hour. The ride from the waterfront station downtown to Westminster takes 27 minutes. Part of the line is in subway; there is some at-grade, but most of it is on an elevated structure.

Some gloom was cast on the inauguration of SkyTrain service by two accidents. A SkyTrain wreck involved a low-speed collision between one of the fully automated trains and a stationary train that was being operated in a manual mode. BC Transit called the collision "gross human error." Damage was limited to the two couplers, for a total damage of about $100,000.

The SkyTrain serves the EXPO 86 world's fair site directly at two stations—one of which has an across-the-platform link with the EXPO monorail—and provides the best connection between the False Creek main fair site and the Canada Pavilion across downtown Vancouver on the waterfront. The SkyTrain is very heavily patronized by EXPO visitors, and the service seems to be very efficient. The passing SkyTrains are remarkably quiet from ground level.

The monorail system that traverses the extensive EXPO site is an interesting and fun ride and by far the easiest way to get from one end of the site to another, but the crowds cause waiting lines of up to an hour. And the system has demonstrated a very high rate of failure in service, at least as observed during the week of SteamEXPO. One of the major drawbacks of a monorail system is the complexity of track switches, and most monorail systems are designed with a minimum of them. Like the EXPO system, they tend to be simple continuous loops—and as the EXPO system demonstrates all too often, when one car fails, the entire system shuts down. The SkyTrain system, on the other hand, seemed to be running flawlessly. Incidentally, there are numerous other transit and people-mover exhibits at various places in the EXPO, which will be open through October 13, 1986.

Light Rail Plan for St. Louis

Over the last several years, planners in St. Louis have been working to put together a light rail plan. In late 1985 a serious proposal was made. The route generally follows the rights-of-way that the Rock Island and Wabash Railroads used when headed west out of Union Station. There is also reputedly the possibility of an additional line using ex-Missouri Pacific right-of-way. This route would move west from Union Station through the central city near Manchester Road. When it enters St. Louis County, it would go through the suburbs of Maplewood, Webster Grove, Oakland, Kirkwood and Valley Park (the MP's St. Louis to Kansas City main line).

On the east the proposed light rail line would start in East St. Louis at 5th and Missouri Streets. Other stations in East St. Louis would include one at the riverfront and one at Laclede's Landing. On the Missouri side there would be stations at St. Louis Centre, 8th and Pine, Busch Stadium, 14th and Spruce, Union Station, Grand Ave., Euclid, De Baliviere, Delmar, Page, St. Charles Rock, University of Missouri at St. Louis-South, University of Missouri at St. Louis-North, Hanley Road/I-70, Airport Park-and-Ride, McDonnell Douglas and Lambert Field. Riley Probst and Ronald C. Butler supplied the information.

Light Rail for New Jersey?

In mid-December 1985, New Jersey Govenor Thomas Kean unveiled a ten-year plan for a new light rail transit line along the Hudson River. The line would start at Liberty State Park park-and-ride lot on the south and run north to Exchange Place and Hoboken Terminal. There it would join a combined trolley and bus facility and run north through Weehawken and then through the Weehawken tunnel (now used by freight trains only) to the new Meadowlands park-and-ride facility. The plan also calls for a direct rail line by Port Authority-Trans Hudson trains between Penn Station in Newark and the Hoboken Terminal, a trip that now requires pasengers to change trains in Jersey City.

The new line would traverse one of the hottest stretches of real estate in the United States. The aim is to have the trolley line and the busway promote high density development on land that is far too valuable to devote to automobiles and parking space. This is a long term project but it is one to keep in mind. Thanks to Brian Nagel for the information.

Exciting news from Pittsburgh

It was earlier announced in this column that the Port Authority Transit in Pittsburgh has had a positive report concerning

BY GEORGE M. SMERK

EXPO

the Spine Line light rail transit project aimed at linking downtown Pittsburgh with the north side and Squirrel Hill via Oakland. Toward the end of October 1985, PAT announced another major proposal for light rail development. This additional project would not be acted upon until after all the work on South Hills light rail routes, now under reconstruction, have been completed and the Spine Line project is at least under way.

Bryant Schmude writes that while the Spine Line will of course be a priority matter after the South Hills work is done, a high speed trolley line through the western suburbs aimed at—and probably terminating at—the Greater Pittsburgh International Airport is the next proposal. The route is not definite yet, but Bryant says it could operate via the West Hills, Greentree and Carnegie corridor. The route might also parallel in interurban fashion the Parkway West. He notes that the airport line might possibly go via Carnegie and mentioned that the old 27-Carnegie car line had about 80% of its run mileage on double track right-of-way straight through the west end congestion. The right-of-way is still there, now busy being used as a garbage dump.

The South Hills rail improvement projects are progressing well, and there is good news in that the project is running below budget estimates. To serve riders better, more than 450 parking spaces will be constructed at the Castle Shannon station near Castle Shannon and Mt. Lebanon Boulevards, and 56 more spaces are targeted at the Potamac Avenue station. The borough of Dormont will lease space from the Port Authority adjacent to the north portal of the Mt. Lebanon-Dormont transit tunnel for 70 more parking spaces. The South Hills trolley line will act as an interceptor for journies started by personal automobile, thus functioning much as does BART and the Washington Metrorail system.

Bryant Schmude supplies a historical note for those interested in visiting the site of the quickly improving Pittsburgh trolley network. The new Castle Shannon rail station and its park-and-ride center are on ground that has been part of rail transit in Pittsburgh since 1871. The site was the location of the large shops and yards of narrow gauge Pittsburgh & Castle Shannon Railroad that operated from 1871 to 1912. Then it was the interurban division car house of the Pittsburgh Railway Company from 1912 to 1931. Finally, it was part of the Route 38A spur from Castle Shannon to Mt. Lebanon, which is now part of the Route 42 main line. Additional information was supplied by John A. Friedman.

Portland on schedule

As of November 1985, the Portland light rapid transit line was 80% completed. The new trolleys are expected to roll in revenue service in the fall of 1986. The new light rail service will require major changes in the bus routes servicing East Multnomah County and Gresham. Redesign of bus service is proposed so that the buses will feed into the light rail line. Other alternations will be made within the city of Portland to provide convenient connections at te Lloyd Center/ Coliseum area and along I-84, the Banfield Freeway. The rail line will be a major spine with the bus routes acting as ribs. The good folks in the planning area of the Tri-Met Transit District are holding a large number of cumminity workshops and hearings to explain the proposed system and to get input from the public on how it views the proposed system and what changes and additions they would like to see made.

Tri-Met has prepared a highly informative information folder for public distribution. It

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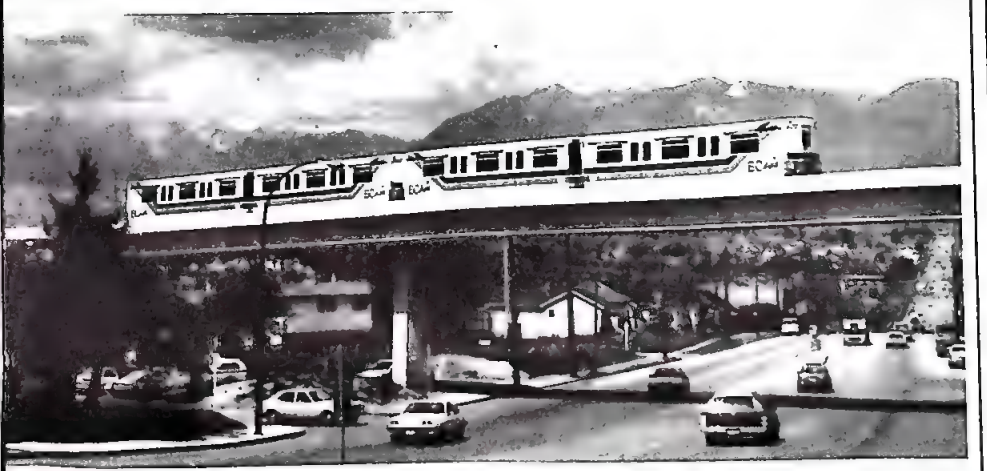

A NEW SKYTRAIN zips over Kingsway Avenue in Vancouver, B.C., in May 1986. The trains, powered by linear-induction motors, have been carrying huge crowds to the EXPO '86 world's fair—it has two stations at the False Creek site and is the primary link between there and the Canada Pavilion on the waterfront across town. It also serves the VIA passenger depot.

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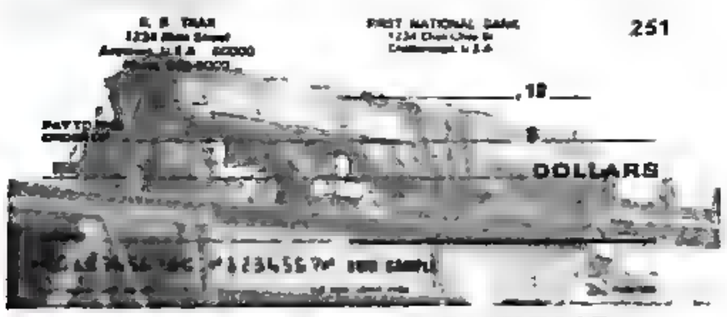

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Transit Currents

describes the rail system succinctly and contains three maps with varying degrees of information, showing the entire light rail system, along with a map and diagram of the Gateway light rail station which will be a major point of interchange between buses and the rail system. Interested persons should write to Tri-Met, Public Affairs Division, 4012 Southeast 17th Ave., Portland, OR 97202.

Flashes

Ridership was up on the **BALTIMORE** Metro in the year of its second birthday. At the start, about 19,000 daily riders were carried. This moved up to 24,000 daily riders in May 1984, when the city bus routes were altered to feed the Metro stations. The number has continued to grow so that by November 1985 the average ridership was about 40,000 daily. When the extension to Owings Mills is completed, it is expected that 10,000 to 15,000 more riders will be added. Happy news: The extension is going to cost less than originally expected. Such fiscal happiness is not the case in **WASHINGTON** where the completed rapid transit system is now expected to cost $9 billion, up from a $1.5 billion estimate of 1968. Slowdowns in federal funding may jeopardize the scheduled completion of the Green Line toward southeast Washington and north and northeast toward Greenbelt. Thanks to Marion J. Zych for the information on Baltimore and Washington.

It is proposed that two Swiss mountain variety tram cars would run on two 600-foot-long cables connecting Pike Place Market in **SEATTLE** at Steinbreuck Park and Pier 63. The proposed tramway would attempt to tie in with the waterfront trolley line through a discounted joint fare arrangement. The Pike Place Market, a fabulous treat to visit, sits atop a cliff overlooking Alaska Way and Puget Sound. The present trolley line runs next to Alaska Way. It is a several block walk with some very steep stairs at the present time. The tram would tie the trolley into the central part of Seattle as well as the market and improve connections with Seattle's excellent bus and trolleybus system. Bill Stanlet sends the news.

In **LOS ANGELES** ground was broken on November 1, 1985, for the new light rail line between downtown L.A. and downtown Long Beach. The $685 million project is intended to be the first link of a 150-mile network of light rail and subway lines. Partial service on the line is expected to begin in 1989 with the line fully opened in 1990. Mar-

PLEASE SEND traction news and correspondence directly to Prof. George M. Smerk, Institute for Urban Transportation, 809 E. 9th St., Bloomington, IN 47405.

Videos

"British Columbia Railway," by Pentrex, P.O. Box 94911, Pasadena, CA 91109. VHS or Beta videocassette, 90 minutes, $60 postpaid.

The BCR has to be one of the most beautiful railroads in the world, with its scenery of snow-capped mountains, wind-swept lakes and cloud-draped seashore cliffs. Throw in a top-notch steam tourist operation, regularly-scheduled non-VIA passenger trains, two superb paint schemes and hordes of Alcos, and you have a railfan attraction that can't miss.

And if you can't dash off to spend the summer in British Columbia, then buy this tape and experience it from your living room.

While you're at it, add "Pentrex" to the list of master railfan tape producers. The work exhibited in this tape is equal to if not better than the best railfan productions we've seen. The camera work and reproduction quality are absolutely first-rate, the narration simply excellent, and the overall production professionally polished. (Lest you think I'm gushing excessively, I did pick out a few flaws, like the 2860 cab ride that seemed a bit fragmented and some of the titles that pop in rather abruptly.)

Having just returned from a week in Vancouver covering EXPO and related railroading, I found this tape particularly fascinating. It begins with 15 minutes of the Royal Hudson tourist run up the shores of Howe Sound to Squamish, and all of their runby locations were quite familiar: Horseshoe Bay, Porteau Bay and Britannia. The ride up and back is presented in proper geographical order, and the trip should be readily understood by someone who has never been there. The trip is repeated in a five-minute cab ride segment that has some very interesting spots (like a meet with a freight, the engineer working both the "cord whistle" and the "button whistle," and a shot of the running gear reflected in the adjacent coach windows as the engine runs around the train at Squamish) but is a little choppy from the standpoint of continuity.

Next on the tape comes 20 minutes depicting the RDC passenger train ride from North Vancouver to Prince George. You really get a feel for the way these trains serve the countryside. It shows the loading of newspapers into the baggage section at Squamish, and at every station there are people boarding the train with lots of *stuff*. The train truly feels like a lifeline to the outback.

And what an outback! Mountains, lakes, rock tunnels and soaring trestles. They're all a part of the ride. It's single track but a busy railroad, and there are numerous meets with freight trains—like a three-train meet at Mons where the northbound Budds and a southbound freight share the siding, while a northbound freight shoves back to clear the main to let the Budds around it. You get a rare look at single track railroading at its finest.

tin Gombert supplied the information.

Thomas Ruffin sends information from EL PASO, Texas, where there's a question of what to do with the PCC cars that have been stored since 1974. The nine PCC cars that remain have been stored inside the old carbarn and are in fairly good shape. Will they ever run again? The track is mostly gone, the trolley wire is gone and the cars are old. Eight of the cars were stored outside and have been sold to an El Paso scrap metal dealer, while the Friends of the San Diego Trolley bought another one to be restored and placed in the San Diego Zoo. Initially, seven of the nine cars stored inside were to be sold, while two would be kept and displayed in a museum or some other public place. The disposition of the cars remains up in the air.

The ILLIONIS RAILWAY MUSEUM has received CTA rapid transit cars 6125 and 6126. These were the only cars left of the eight 6000s that ever had trolley poles. They are part of CTA's first order of 130 cars in the 6000 series, which are all-electric PCC designs modified for rapid transit use. As a point of interest, 6125 was used in Steve McQueen's last movie, "The Hunter." The poles and roof boards were reinstalled for the movie. Old Steve was hanging from the trolley pole while Bob Janiz was starring as the motorman.

A third Chicago Surface Lines car, 3142, has been in need of GE No. 275 traction motors. The IRM has located the source of the correct traction motors and has started work on the body restoration.

The second half of the tape shows the BCR freight operations, subdivision by subdivision up from Vancouver. You get lots and lots of MLW/Alcos (and some ex-EL C425s) and trains winding through the mountains and working their way over the single track railroad with meets at remote sidings. There is even some pacing action with an SD40, an office car and a set of big red, white and blue M630s. The camera work is superb, and they make good use of video's ability to pull detail out of shadow areas to work "the dark side" and bring impressive color out of overhead-lit scenes.

Of particular interest is the relatively brief but satisfying coverage of the Tumbler Ridge electric operations. There is a pacing sequence that will bring those motors right into your living room—talk about a high-tech look and awesome sound! There is also a shot of the motors and caboose of the same train passing each other on adjacent tracks on the balloon loop lead.

They have an excellent subject for this tape, and their production does it justice. The narration is professional and intelligent, communicating the necessary information without getting carried away with detail or simply stating the obvious. Although some map graphics would have been welcome as an integral part of the video, packed with the tape was a color brochure and map detailing the BCR passenger service and a photocopy of the *CTC Board* feature article on the BCR which includes a roster and detailed maps. Pentrex is a class act—J.B.

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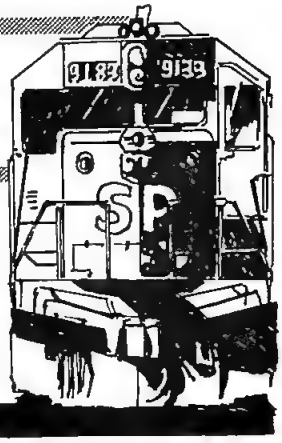

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It is a below zero, misty morning in 1954 at the 48-stall Shoreham roundhouse in Minneapolis. This Centennial limited edition print by illustrator Philip Sularz depicts an awakened Soo Line 0-6-0T X-90 as she prepares to do battle against the bitter Minnesota cold and groaning iron. The escaping exhaust and heavy flange squeal noisily demonstrate the X-90's active role in work service at Shoreham shops. But it is late and her future has few tomorrows. Limited edition prints are available in two sizes: 14"x17" - $15.00 ea. and 17"x20" - $25.00 ea. with a clear margin. Prints are signed, numbered, titled (Winter Goat) and printed on 65 lb. Navajo Cover. Prints are mailed in a sturdy tube with history sheet. Please include $2.00 for postage and handling. Make check or money order to:

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Railnews

NORFOLK & WESTERN The news was chilling when it came over national radio and TV network news on Sunday, May 18: "An excursion train powered by an antique steam locomotive has wrecked in the Dismal Swamp near Suffolk, Virginia. Thirteen of the train's 24 cars derailed, and over 160 people were injured, four critically. Norfolk Southern Chairman Robert B. Claytor was at the throttle of the locomotive at the time of the derailment."

The train was an N&W employees special behind Class J 4-8-4 611 running from Norfolk to Petersburg, Va., and return. It was westbound at about 60 m.p.h. (well within the track speed limit on the superb, heavy-duty N&W main line) at Juniper siding, about eight miles east of Suffolk, Va., when at 2:12 p.m. something caused the eighth car of the train to derail. The middle of the train spread out along the right of way, with the concession car and an adjoining coach jackknifing. The last three cars remained on the track and the 611 and head end cars were not involved. The most serious injuries occurred in the concession car when the sales counters broke loose from the floor as the car turned on its side, trapping people beneath the debris. The wreck site was about eight miles from the nearest road, which complicated the rescue efforts. A diesel was immediately brought in to shuttle people out using the three rear cars of the train. Although a federal investigation has not yet determined the precise cause of the accident, two things are suspected: a mechanical failure in the draft gear or apparatus beneath a car or a problem with a wheel picking the Juniper siding switch.

There was quite a flap in the press about Mr. Claytor running the engine at the time, but he appears to be completely blameless in the incident. There is no question that he was operating the train properly and within the speed limit, and he was accompanied in the cab by the proper division road foreman, with the regular engine crew riding in a coach (which is a legitimate and accepted practice). When some union members demanded that Claytor be subjected to a drug/alcohol urine test, "just like we would be," the official newspaper of the Brotherhood of Locomotive Engineers defended the correctness of his not being tested according to established rules, and though it did not wholeheartedly support Claytor's qualifications as an engineer, it noted that "investigators have said that the operation of the engine did not figure in the derailment."

In this time of insurance problems, however, the long term effects of the wreck remain to be seen. In the short term, however, the Norfolk Southern steam program hardly missed a beat, gathering up enough equipment to continue its summer excursion schedule. And the word is that 2-6-6-4 1218 should be ready to steam in September.

SANTA FE'S ROADRAILER TEST An experiment with extended crew districts and a special 33-trailer RoadRailer train brought out the picket signs on the Santa Fe on May 3, 1986. Although the unions were quick to strike, a new railroad president was just as quick to stand his ground.

Citing a consistent loss of revenue by operating trains via traditional means, Santa Fe's John Swartz, who assumed the presidency April 1, expressed interest in running a RoadRailer test train for General Motors, operating from Corwith Yard in Chicago to Colton in Southern California, whereupon it was turned over to the Southern Pacific for the final short jaunt to the General Motors assembly plant in Van Nuys. Key sticking points were utilizing only half the number of crews normally assigned between the two points and the use of two-man crews. In an effort to obtain union cooperation for the test run, the Santa Fe authorized payment to each crew member who would normally have operated the train from all traditional crew points. The offer was made to ensure that everyone would be paid as if it were to be handled as a traditional operation. The BLE approved the test, but the UTU nixed it, citing a lack of existing two-person crew agreements on the Santa Fe and no agreement permitting longer crew districts. (One purpose of the test was to see what time gains could be made by eliminating crew-change stops.)

In an effort to sidestep the problem, the Santa Fe offered to pay all union members full pay and operate the train with supervisory personel. Since there was no agreement allowing the railroad to operate with supervisors in a non-strike situation, the UTU again said no. The Santa Fe, having felt it did all it could to win the unions, and determined to operate the test train, decided to use supervisory personnel and not pay any union crews. It would be a true stand-off with neither side backing down. In a show of management strength, President Swartz and Vice President of Operations Jim Fitzgerald were in Santa Fe business car 50 tacked on behind the locomotives. As the train proceeded west, picket signs and lines quickly went up throughout the system. Amtrak trains—except the *San Diegans*—were annulled.

It was an interesting management/labor arguement.

Expecting the walkout, Santa Fe marshalled all supervisory personnel, and by the second day of the strike, between two-thirds and three-quarters of all "normal" trains were operating on schedule, a statistic which rose to 90% by the end of the strike on May 8th. Management spirit was so high in fact, that some trains left West Coast yards with white flags and blaring horns. The system, although under siege, began to look like it was operating in normal conditions, with supervisory crews performing all standard jobs, working twelve hours on duty and twelve hours off. The railroad also claimed that all priority shipments, such as the UPS and perishables, were handled with little or no delay. Also of interest, supervisors took over all diesel maintenance and servicing in the major facilities, and by the end of the strike they had a smaller backlog of bad order diesels than before.

The strike was resolved on May 8 when the railroad agreed not to run any additional trains using exclusively supervisory personnel without union approval. But the strike, although on the surface a battle between the RoadRailer and the unions, goes much deeper. There is much concern in the rank and file over the merger and what jobs will be cut out. Railroad employment on the whole has been consistently decreasing, and the new Santa Fe president had yet to be tested by the unions.

EMD's blue and white GP60s arrived on the Santa Fe just in time to become ensnared in the RoadRailer strike. Arriving on the property just before the strike, the units were dispatched out of Chicago on the 199 train to the West Coast on a fuel consumption test, but their trip was annulled at Barstow to avoid getting EMD embroiled in the labor dispute. During the remainder of the strike, the units remained at the desert facility.

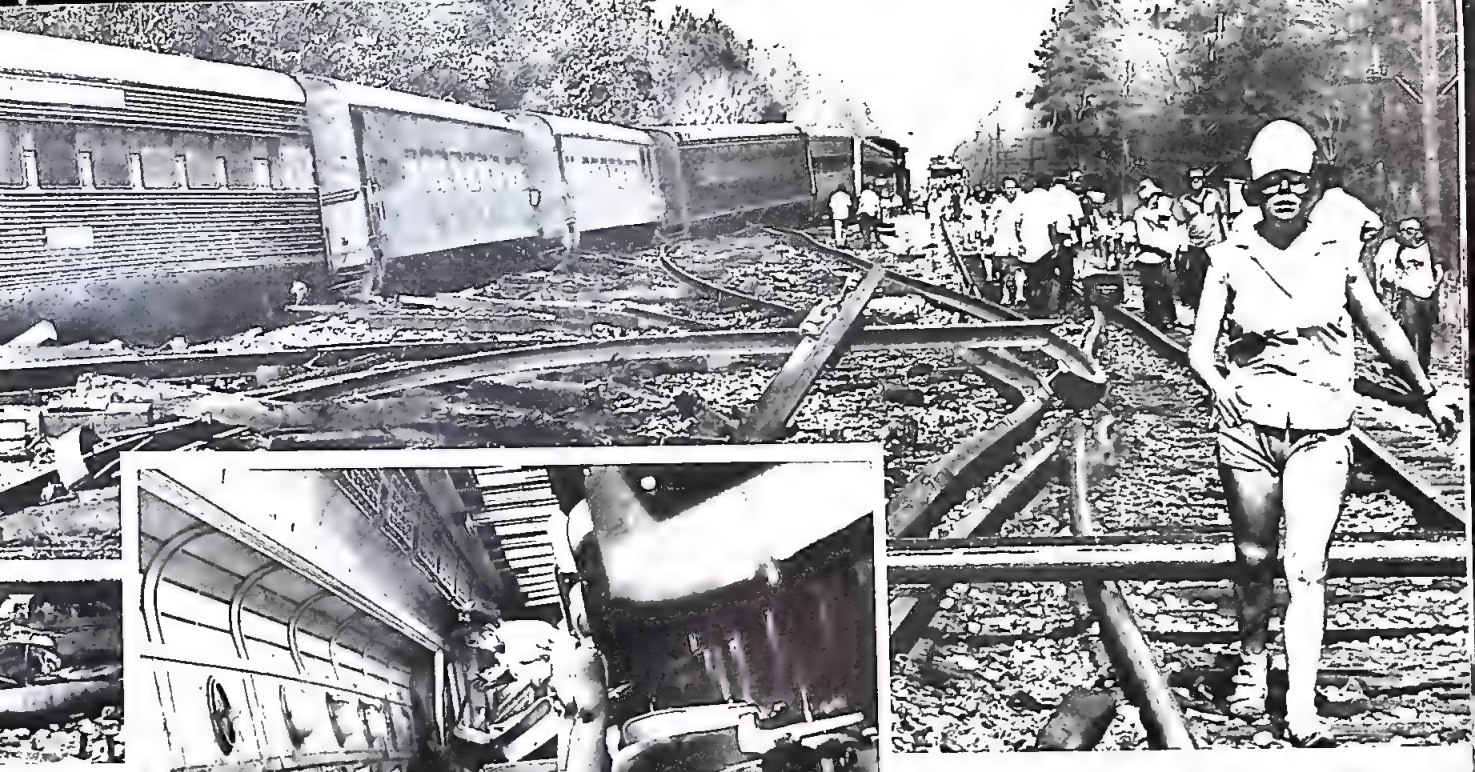
Following the end of the strike, the GP60s were returned to Chicago and again set out on the 188 train of May 20th with return on the 991 train on May 22nd. A number of trips were run on the Santa Fe, primarily between Chicago and Richmond and Chicago and Los Angeles. Apparently the only glitch was a truck-hunting problem on EMD 7 at high speed that had been the result of unnatural wheel wear caused by an earlier engineering test—DAVID LUSTIG.

THE COPPER BASIN RAILROAD Rail Management of Alabama took over on June 1, 1986, operation of the Southern Pacific's Hayden branch and Kennecott Copper's Ray Mine rail operation in Arizona, under the name Copper Basin Railroad. On lease as of June 4, 1986, were Kennecott GP38DCs 1 and 2 and GP39-2 3; GP18m's 201-203 (ex-RI 4421-4423) from Chrome Locomotive; and SP SD39s 5320, 5321, 5323 and 5324 from Helms Financial. The Kennecott units wear full KCC colors, while the SD39s are in SP red and gray with lettering removed, and the GP18s are in light gray with white nose stripes and multi-tone green lettering and trim. Two ex-BN GP9s are currently being rebuilt by Chrome for the Copper Basin, and the KCC GP39s will probably be returned. Three more SP SD39s are available if the four on short-term lease work out and can operate between Ray Junction and Magma.

Present operations use two-man crews, with an ore hauler working between Hayden Yard and Ray Mine with three SD39s, making at least two round trips per shift. The Hayden switch job dumps the train using two-unit GP18m/SD39 sets. A local using the three KCC GP39s runs from Magma Junction at night with the output of the ASARCO Hayden smelter and tonnage off the San Manuel Arizona. The ore operation works 24 hours a day, six days a week. The former-SP Hayden yard office is operating headquarters for the Copper Basin, and the locomotives are presently serviced at the KCC shop inside the Ray Mine—DICK CAMPBELL.

INSURANCE AND NKP 765 Rich Melvin, the scheduling coordinator for the Ft. Wayne Railroad Historical Society, operators of Nickel Plate 2-8-4 765, files this report to clarify the present situation with regard to insurance and excursion operators:

"Nineteen eighty six will surely be remembered as the year the insurance crisis almost killed the independent steam excursion operators. As the scheduling coordinator for the 765, I have struggled with this problem first-hand for many weeks. The railfan rumor mill



TWO PHOTOS: STEVE STONE, VIRGINIAN-PILOT/LEDGER STAR

NORFOLK & WESTERN 4-8-4 611 was hauling this employees excursion train through the Great Dismal Swamp near Suffolk, Va., on May 18, 1986, when something eight cars back in the train derailed, putting 13 cars on the ground and causing about 160 injuries. The most serious injuries occurred in the concession car and an adjoining coach (left) which jackknifed and overturned. The 611 and first few cars were undamaged.

MICHAEL A. MARTIN

EDWARD L. JOHNSON

DICK CAMPBELL

SANTA FE'S ROADRAILER TEST train is kicking up the dust in more ways than one as it roars non-stop through Chillicothe, Illinois, normally a crew change point, on May 3, 1986. The subject of a dispute between the company and UTU, picket lines went up as the train passed, pressing the Santa Fe into a week-long strike. Meanwhile, the EMD GP60 demonstrators sat out the strike after making test runs including piggybacker 991 (above left), shown at Cable Siding above Tehachapi Loop on April 26.

THE COPPER BASIN RAILROAD has taken over operation of the Southern Pacific's Hayden branch and Kennecott Copper's Ray Mine rail operation in Arizona. On June 4, 1986, three leased SP SD39s approached Ray Junction (left) on the ex-KCC line with a 61-car loaded ore train.

has also worked overtime on this one, and there is a lot of incorrect information being passed around and accepted as truth regarding the cancellation of our planned series of Conrail trips with the 765.

"Many railfans seem to think that Conrail arbitrarily raised their insurance requirements in order to get out of running these trips. Nothing could be further from the truth. What really happened is this: Conrail's corporate insurance policies expired on April 30, 1986, and renewal policies went into effect May 1. With the personal injury liability insurance crisis prevalent in the country today, the insurance underwriters declined to renew Conrail's passenger coverage. As a result, Conrail was unable to obtain *any* insurance for passenger operations after May 1. This was not due to any lack of effort on Conrail's part, rather it was (and still is) a situation where none was available to be bought at any price.

"In the past, the $2 or $3 million of insurance coverage which we provided when operating the 765 essentially covered the deductible portion of the railroad's own insurance. With passenger coverage unavailable to Conrail, any excursion operator wishing to operate on Conrail lines now had to provide the *entire* insurance package instead of just the deductible. Conrail made a decision to establish $25 million as the liability requirement. To some, this may seem like an exhorbitant amount, but when you tally the number of lives on board a sold-out excursion train (our train will seat 1200) it is a reasonable amount. In fact, knowledgeable people in the railroad and excursion industry know that the amount is actually too low. Fifty million is more a realistic number, but no excursion operator could possibly afford that much coverage, even if it were available. Our organization has solicited help from several of the largest insurance brokers in this country and overseas. No one will write $25 million of insurance, including Lloyds of London. It represents a risk level that *no one* is willing to assume at any price because the re-insurance market absolutely won't touch it. It stands to reason that if it was unavailable to Conrail, it isn't available to anyone else, either.

"On the brighter side, the 765 is in the best shape it's been in for the last several years. The FRA five-year inspection was performed last winter, the boiler has been completely re-flued, new jacket and lagging were installed and over half of the superheaters were completely rebuilt. Some running gear work was also done, and the new rod brasses have broken in well. We have already run one weekend of trips with the engine, and it proved to be free-steaming, with no leaks in the boiler and no hot pins on the running gear, even at a susutained 60 m.p.h. We have managed to salvage a few trips for this summer and fall (see TIMETABLE) that will enable us to keep the 765 on a sound financial footing. Some of the non-revenue deadhead moves (which do not require the $25 million insurance) will be made on Conrail lines, and they have been very helpful to us in planning these moves.

"The main point of this letter is for railfans to recognize that Conrail is *not* the "Bad Guy" in this situation. Rather it is the state of the insurance industry and the crazy liability judgements that have been won in recent years that have the insurance companies running scared. This is a very volatile situation that may improve in a few months. I am hopeful that by next year the problem will be solved and we will be able to continue to preserve the proud tradition of steam railroading in America with the 765"—RICHARD MELVIN.

MODELER LOU JACQUITH When the CG&T Company owners discovered that the Canada & Gulf Terminal already had their reporting marks, they were posed with a bit of a problem in naming their newly-acquired 282 miles of ICG lines from Paducah to Louisville, Ky. Model railroader and railfan Lou Jacquith of Lexington, Ky. (whose family has had three generations of employment in the Paducah Shops), offered them a suggestion, complete with color photos: Use the name and livery he had already worked out for his HO scale Paducah & Louisville Railroad (see page 2). CG&T partners David Reed and Jim Smith took him up on the idea, complete with the use of the older IC-style herald and "The Diamond Route" slogan. The only alterations were to change Railroad to Rail*way* and put the diamond herald on the cab sides. The parent company will remain CG&T, which stands for Corydon (Ind.), Grand Rivers (Ky.) and Tiline (Ky.), which reflect the family heritage of the owners and not geographical points on the railroad.

The new line has planned to start-up in early July, and two locomotives should be in the new paint in time for the beginning of service. Along with a handful of Paducah-rebuilt Geeps and EMD switchers, the bulk of the estimated 58 locomotives being acquired from the ICG are ex-GM&O GP30s and GP35s. The GP35s will be numbered up from 2501, and the GP30s from 2251.

GEORGETOWN LOOP West Rail, Inc., operators of the Georgetown Loop Railroad, have acquired another West Side Lumber Company Shay for their Colorado operation. Oil-fired No.12 (Lima, 1926, bn 3302) worked the woods around Tuolumne, Cal., before its logging career ended and the short-lived West Side & Cherry Valley tourist operation went into limbo. The engine had been stored indoors in excellent condition for many years when West Rail General Manager Lindsey Ashby learned in February 1986 that it was for sale. Ashby quickly closed the deal and had Jim Taylor of Sacramento escort the engine to its new Colorado home, where it joins sister West Side Shays 8 and 14. Following a hydrostatic test, the 12 is expected to be available for service this summer.

The Colorado Historical Society's two-stall enginehouse at Silver Plume, where West Rail will maintain its locomotives, was finished in May 1986. The shop includes a drop pit, and there is an office and a glass-enclosed viewer/interpretation room where visitors can safely observe locomotive maintenance—CHIP SHERMAN.

PENNSY STEAM Things are looking good for the fans of Pennsylvania Railroad steam. The Railroaders Memorial Museum in Altoona brought Doyle McCormack of the SP 4449 crew in from Portland, Oregon, to inspect their PRR K4 1361, presently in Conrail's Juniata car shops in the initial stages of overhaul. McCormack found no major problems with the engine that would complicate a return to service. She was apparently run only a few months after her last PRR overhaul—she is not, as had been rumored, a "zero mileage" engine, but she does show signs of minimal wear and seems to have weathered her years outdoors reasonably well. Work is proceeding in the Juniata shop with volunteers under Conrail supervision.

Meanwhile, the Strasburg Rail Road's favorite pair of PRR engines, 4-4-2 7002 and 4-4-0 1223, made a fine round trip from Strasburg to Philadelphia and return on Sunday, May 18 (the same day as the N&W derailment in Virginia). Operating on Amtrak lines, the sponsoring NRHS chapters avoided the Conrail insurance problems. The doubleheader looked great on the old PRR main line, kicking up to 50 m.p.h. and putting on a thunderous show working upgrade out of Philly. More similar trips are planned.

CSX TRANSPORTATION The new transportation group of the recently restructured CSX Corporation now has its own identity and a paint scheme that will "gradually replace" all Chessie and Seaboard System liveries. Two GP40-2s and two B30-7s were given the new colors for a series of publicity photos in early May. There was considerable experimenting with the colors and lettering size done on GP40-2 6382 (shown in an early version with a whiter carbody and two shades of blue in the July 1986 *Trains*) until the "final" version was approved and applied to the 6344 (see page 2) and others.

The CSX image will replace the Ches-C and Double-S heralds on locomotives and cars, though apparently individual road name initials (B&O, SBD, etc.) will remain. The Chessie cat will remain the "mascot" of CSX and will appear on calendars and other material.

TRADITIONAL B&O Bob Miller, a retired roundhouse foreman from the B&O at Willard, Ohio, and his son, Rob, have applied the traditional B&O Royal Blue, gray and gold (see page 2) to the Buckeye Scenic Railroad's SW1 8599, built in 1948 as PRR 5999. The unit handles afternoon weekend tourist trains from Memorial Day through October over five miles of the former-B&O Shawnee Branch at Newark, Ohio (about 45 miles east of Columbus). The tourist train uses a coach, gondola and caboose.

PERE MARQUETTE How would a Geep look in the passenger colors of the old Pere Marquette? Take a look at the new Huron & Eastern Railway which began operations on May 17, 1986, of 83 miles of Chessie's former-Pere Marquette lines it has purchased in the "Thumb" of Michigan above Port Huron. The PM colors, which were originally worn only by E7s and BL2s, have been applied to

GREG MONROE

GEORGETOWN LOOP has acquired a sixth locomotive and opened up its new two-stall enginehouse at Silver Plume, Colorado. West Side Shay 12, recently purchased from the defunct West Side & Cherry Valley, joins sisters 8 and 14 on the Loop.

PENNSY STEAM was on the move in grand fashion on May 18 as 4-4-2 7002 and 4-4-0 1223 doubleheaded from Strasburg to Philadelphia and return on an Amtrak excursion, shown (below) on the old Pennsy main line just east of Paoli.

JIM BOYD

ORAH MOORE

TELEVISION STAR 2-8-0 No.29 used the original V&T right of way on the Virginia & Truckee tourist railroad in Virginia City, Nevada, for filming the PBS special "The West of the Imagination."

H&E 100 (see page 2), former-C&O GP9 6099, with sister Geep 6066 soon to be similarly adorned as H&E 101. The 100 is named *County of Huron*, and the 101 will be the *County of Sanilac*. The "Pappy's Pride" inscription on the end sill of the 100 is in honor of Bob Barry, who did a lot of the preparation of the 6099 for painting. He is the father of H&E engineer Andy Barry. The H&E (reporting marks HESR) also uses an adaptation of the rectangular PM herald.

The H&E headquarters is in Bad Axe depot, and the railroad operates the old Port Huron line as far south as Croswell plus branches to Kinde, Harbor Beach and Sandusky. Their biggest customer is the Michigan Sugar beet refinery in Croswell, and their other business is primarily agricultural along with occasional loads of plastic pellets or other commodities. The H&E's only outside connection is the Chessie out of Saginaw into Bad Axe (the Chessie train usually arrives in Bad Axe before dawn, lays over and departs in early afternoon). The H&E jobs generally work weekdays and go wherever they are needed. Management of the H&E is a pair of veteran short line railroaders, President John Marino (formerly of the Hillsdale County) and General Manager Jack Emerick (Jersey Central Terminal and North Country R.R.)—DOUG LEFFLER.

READING 2102 The concept was simple enough—use their fleet of ex-DL&W m.u. cars and Conrail diesel power for a pair of weekend "daisy picker" trips from Akron, Ohio, to Pittsburgh and return—but the result was a financial disaster for Rails Diversified of Ohio that cost them their Reading 4-8-4. The trips were set for April 26-27, 1986, just days before the "insurance crisis," and both trains were nearly sold out. With the revenues RDI would be able to complete the refurbishing of their passenger car fleet and bring the 2102 back to Brownsville, Pa., from Reading (see March 1986 R&R) later in the summer for some needed work. And they would be able to ride out the insurance crisis with at least a little money in the bank.

Then on the evening of Friday, April 25, the day before the first trip, a federal inspector arrived on the property, looked at the train and declared that the fleet of m.u. cars—with their pantographs, controls and traction motors still in place—were motive power, not coaches, and could not run without current "locomotive" certification, which, of course, was impossible. Said one of the RDI partners, "We spent the next twelve hours telephoning 2400 customers to tell them that the trips were cancelled and that they would be getting their money back. It literally wiped us out."

Fortunately—if such a word can be used—RDI had a standing offer for their Reading 4-8-4 2102 from Andy Muller of the Blue Mountain & Reading Railroad, who sells CF7s and operates a first class tourist railroad on an ex-PRR branch north of Reading to Hamburg, Pa. Muller purchased the T-1 and will give it a good home very near its birthplace.

TELEVISION STAR Virginia & Truckee's ex-Longview, Portland & Northern 2-8-0 29, with a reasonable-looking 1860s headlight and diamond stack, plays the role of the generic Western steam locomotive in the upcoming PBS series "The West of the Imagination," which will be airing in September. The sequences about the building of the transcontinental railroad were remarkably well filmed on the right of way—complete with rough tunnel—of the Virginia & Truckee tourist railroad on the original V&T roadbed at Virginia City, Nevada. The locomotive is featured in segment three of the six-part series which looks at the opening of the west through the eyes of artists, writers, explorers and photographers. Part three includes some particularly fascinating studies of Yosemite through the eyes of early artists and photographers and describes how Yellowstone became the first national park *in the world*. "The West of the Imagination," narrated by James Whitmore, should be of interest to anyone who likes trains, paintings or cameras.

PHOTOGRAPHY JIM BOYD, EXCEPT AS NOTED

SteamEXPO and the Grand Parade

by Jim Boyd

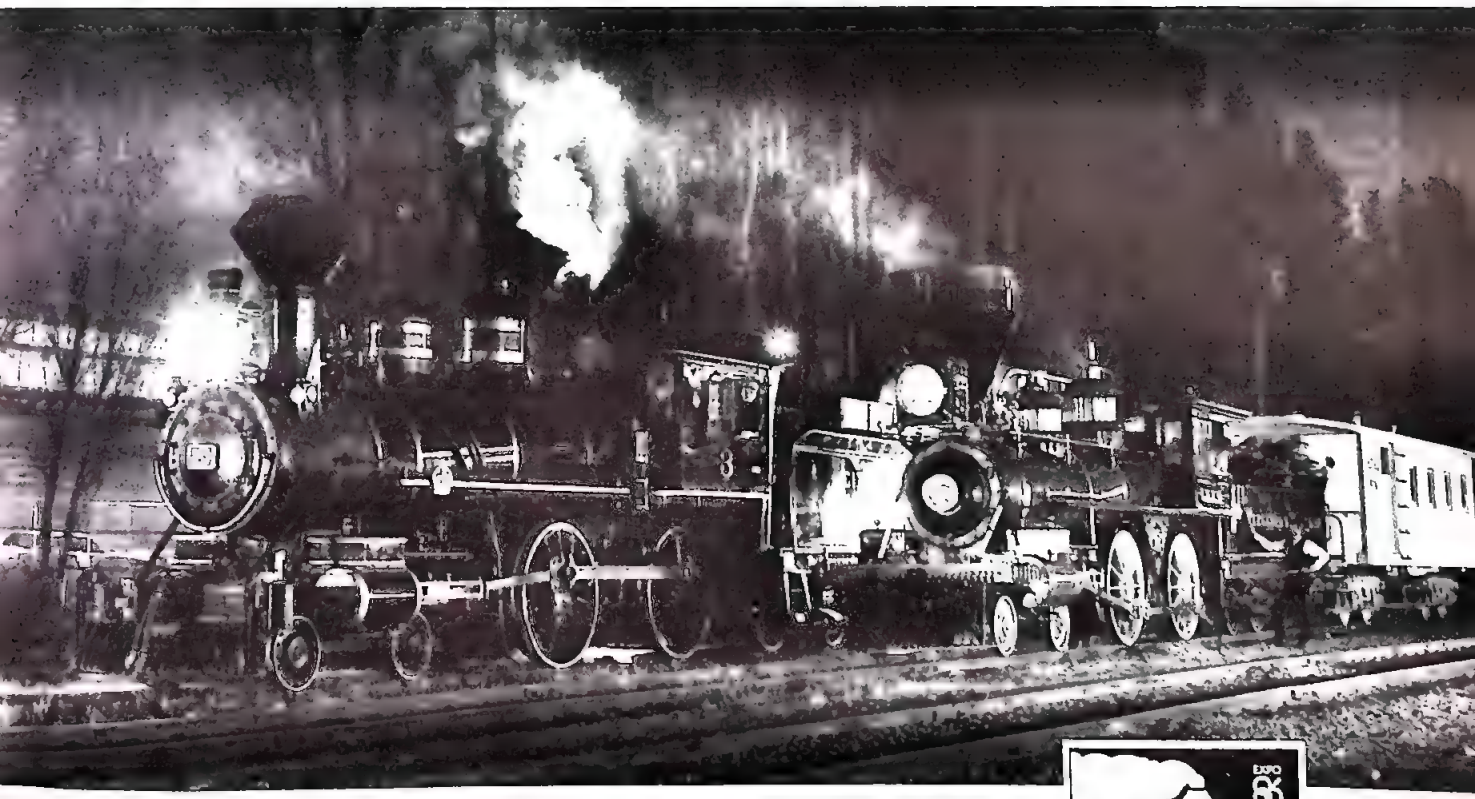
EXPO, eh?

GREG NAZAHOW

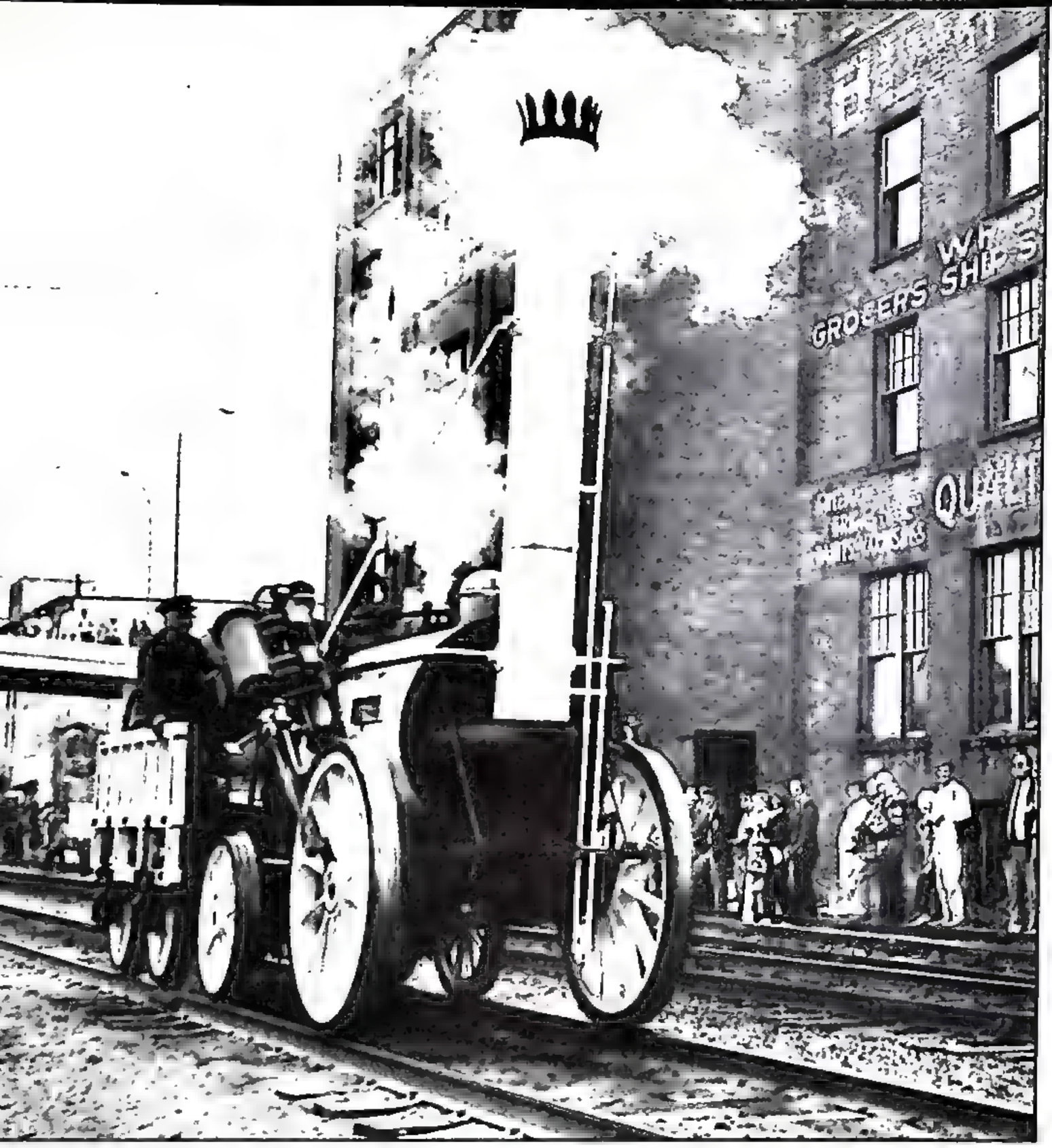
THE WEEK BEFORE SteamEXPO, locomotive-laden flatcars were making their way towards Vancouver; the Prairie Dog Central 4-4-0 was on the CN at Jasper on May 17. Royal Hudson 2860 (left) led the Grand Parade of Steam on the waterfront on May 23.

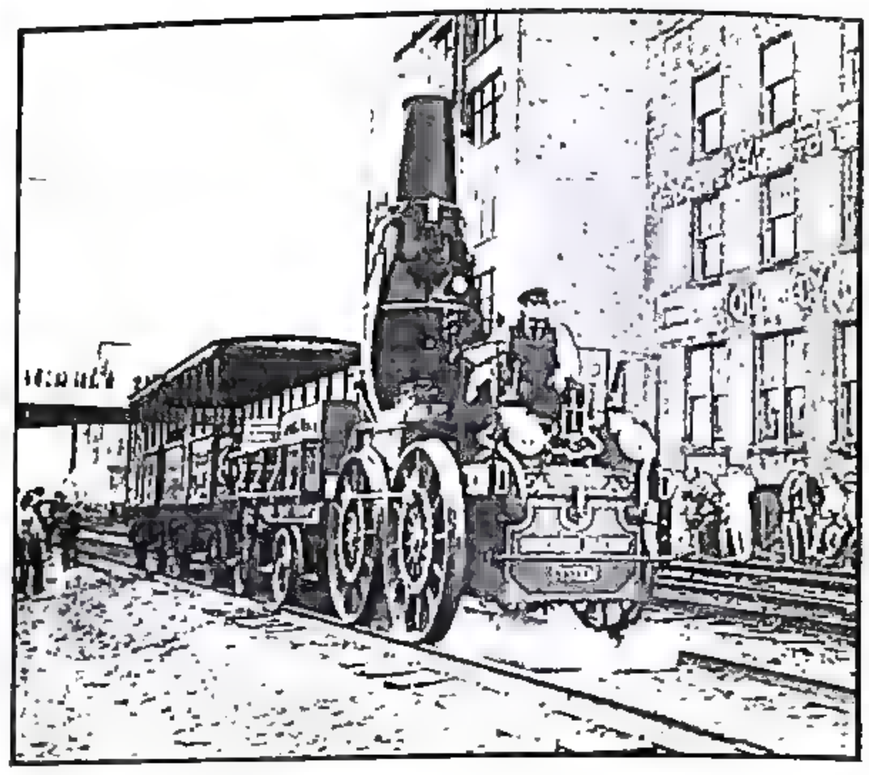
A world's fair with the theme of Transportation and Communications: "World In Motion/World In Touch." What better place for a grand gathering of steam? David Gibson and Grant Ferguson of Granville Transportation, a Vancouver rail consulting firm, came up with the idea, organized a plan and sold EXPO '86 on the concept of SteamEXPO as an official Special Event of The 1986 World Exposition. Three years of planning and hard work paid off handsomely in a week of steam unequalled in North America in over two decades. Every day between May 23 and June 1 there were 18 live steam locomotives in one place, open to the public.

SteamEXPO was a magnificent event that suffered only from the grandeur of its own advance publicity and two circumstances beyond its control that kept all of the fantasy from becomming a reality. When the affair was initially announced, rumors swept the continent of a parade to Vancouver of every big steam locomotive that could turn a wheel. Then reality set in and one by one the "capital ships" of North American railroading declined the honor, most citing the expense as a very legitimate reason—SteamEXPO could invite, but it could not subsidize. Then the Burlington Northern, which had the only direct access from the States into Vancouver, banned any large steam locomotives, live or dead, from its main line. Although an enthusiastic Union Pacific fought a determined battle to get to EXPO over a circuitous Canadian Pacific routing, weight and clearance problems finally caused them to very reluctantly cancel the participation of the two largest U.S. locomotives: UP 4-8-4 8444 and Southern Pacific *Daylight* 4449. As opening day neared, the news of the "no-shows" became disheartening. The Chinese would *not* be sending a rumored "brand new"

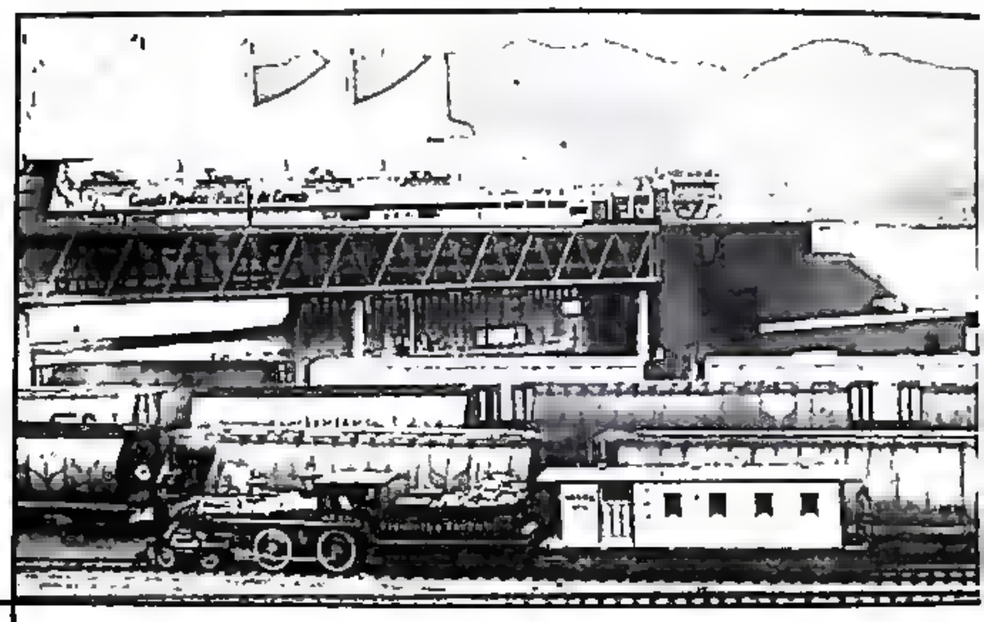


THE STEAMEXPO SITE was a small CN yard near the VIA depot. The two oldest engines attending, Prairie Dog Central 3 and the V&T *Inyo*, posed for a night photo on May 26.

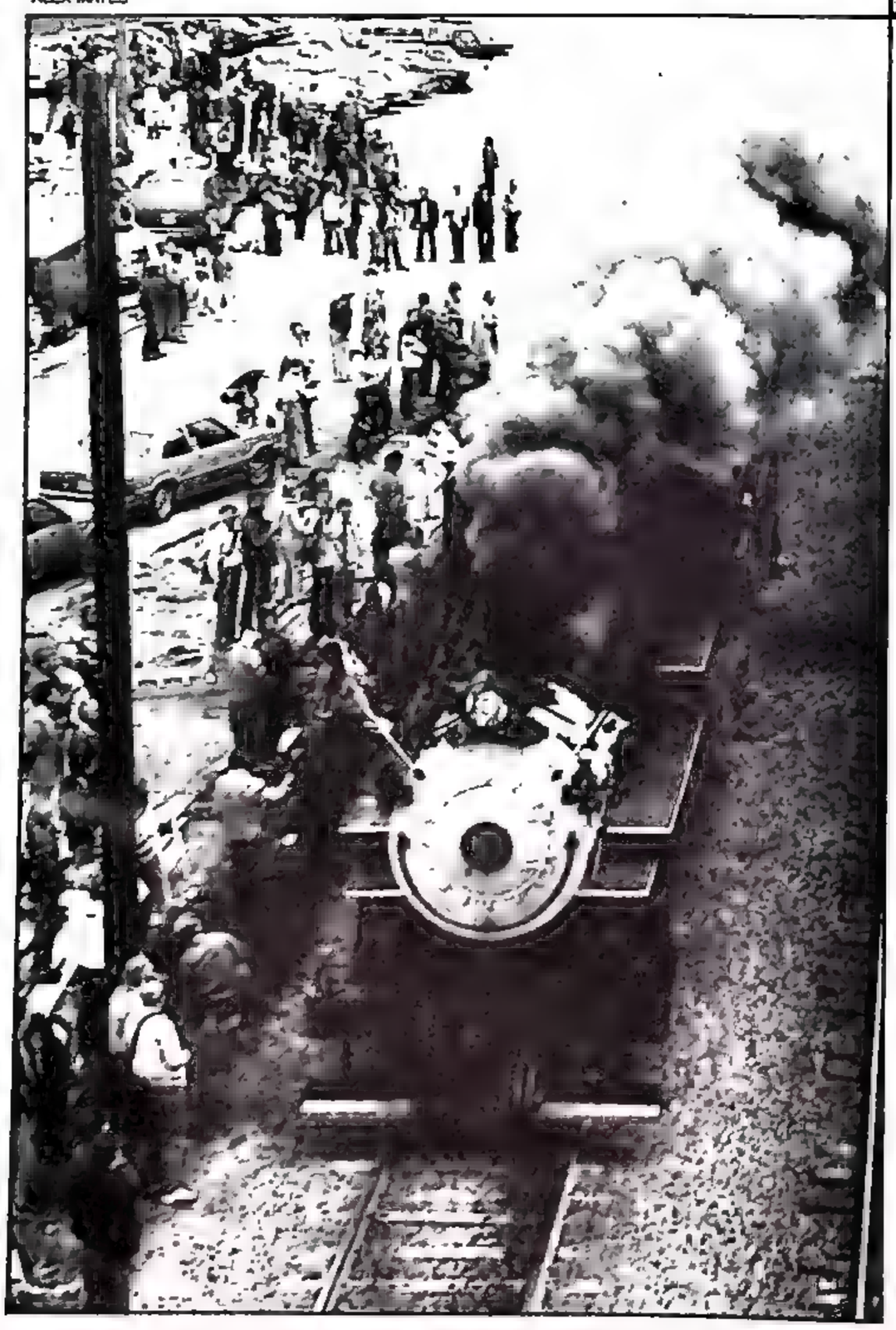




THE GRAND PARADE of Steam is shown here in order left to right and top to bottom. After the 2860, engines were lined up in chronological order behind the *Rocket* replica from York, England.



ALEX MAYES



THE BEST SHOW of smoke and noise came from John Birmingham's Great Western 2-8-0 51 from Colorado. The photo of the V&T *Inyo* **(above right)** shows the Canada Pavilion. All photos from that angle were taken of the back-up moves after the parade itself.

2-10-2 from Datong, and a federal inspector zapped El Paso's SP 2-8-0 at the last minute.

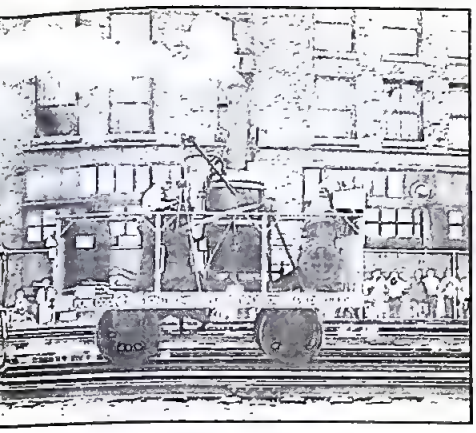
The insurance crisis made daily passenger-carrying excursions off the SteamEXPO site impossible, but there was "big steam" action available every day just across Burrard Inlet with ex-CPR 2-8-0 3716 substituting for Royal Hudson 2860 on the British Columbia excursion train to Squamish—one of the finest tourist rides anywhere in the world.

But there was more than enough good news to offset the bad. Though sticking by its guns about big steam on its own wheels, the Burlington Northern bent over backwards to help transport the numerous smaller locomotives that could be shipped on flatcars, as did the CN, CP and UP. By opening day, there were 20 locomotives on hand, with 18 under steam (two U.S. engines with only California state certification could not document certain boiler work and were denied a Canadian certificate to steam). The 21st locomotive, Alberta's CN "Bullet-Nosed Betty" 4-8-2 6060 arrived in time for the final weekend (see page 62).

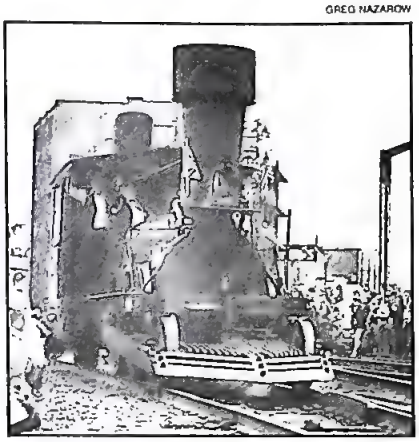
The SteamEXPO site was a compact

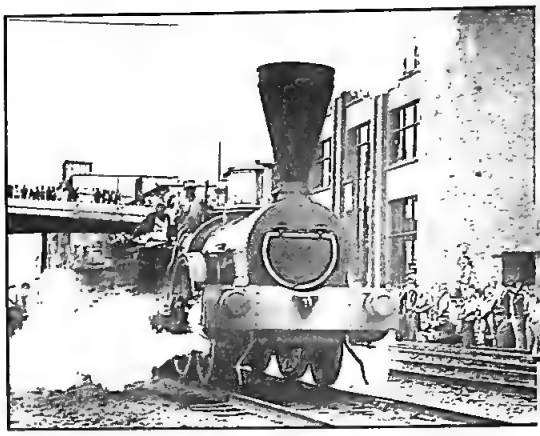
EXPO, eh?

HOMER R.L.

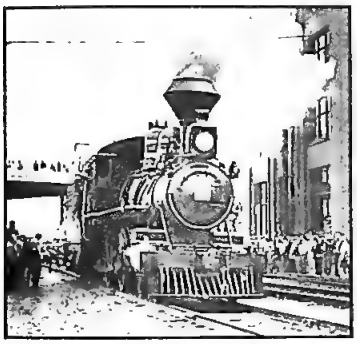


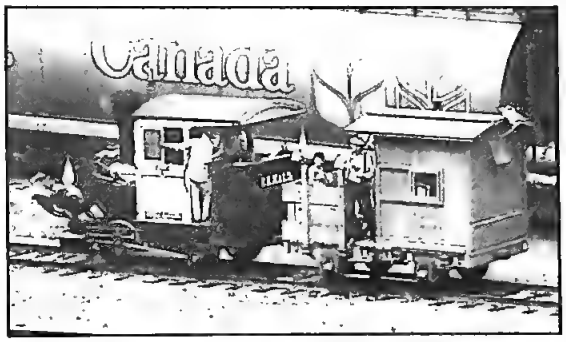
GREG NAZAROW





THE BEST FRIEND *of Charleston* replica from Norfolk Southern was followed by Chessie's replica of the *Tom Thumb*. Then came the *John Bull* replica from the Railroad Museum of Pennsylvania, followed by the Canadian Railway Museum's replica of Canada's first steam locomotive, the *John Molson*. The oldest actual engine was the 1875 V&T *Inyo*, followed by Canada's oldest active steamer, Prairie Dog Central's 1882 4-4-0 No.3. Then came the *Gypsy* 0-4-0 from Califonria and Ft. Steele's 0-4-4 *Dunrobin* from Scotland.





CN team track yard adjacent to Terminal Avenue, just a block south of the VIA/CN passenger station and a couple of blocks east of the EXPO East Gate and the Main Street SkyTrain station. Admission to the site was $4.00 and did not require an EXPO ticket. Some mornings between 8:00 and 10:00 were set aside for photographers only, but the crowd control was minimal and getting people-free shots was a frustration. The lighting in the afternoon was better, anyhow. The SteamEXPO site was more of an "experience" than a photo setting. There was track after track of live steam engines to wander among, and you could smell the fragrant smoke and hot steam and hear the pops and whistles for blocks around.

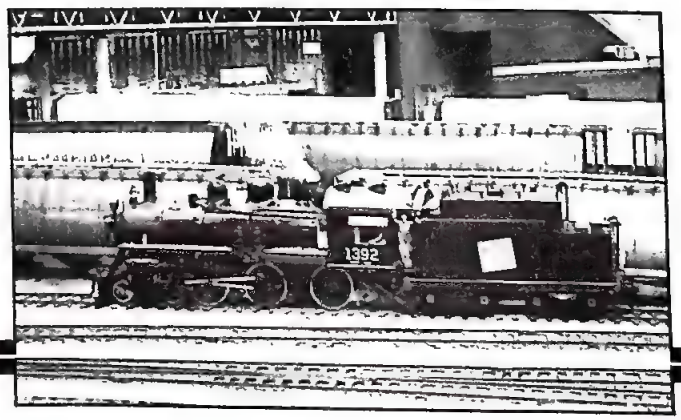
The feature event of SteamEXPO was the opening day "Grand Parade of Steam" on the waterfront adjacent to the Canada Pavilion. At 5:00 o'clock on Friday morning, May 23, the four biggest engines left the site for a circuitous route via Coquitlam and the CPR to the CN's Waterfront Yard. An hour later, the smaller engines which could negotiate the one tight curve on the shorter and more direct CN line moved out to the Waterfront staging area. In the time before the parade, each engine was topped off as needed with water and fuel from a unique service truck which carried coal and *firewood*! The locomotives were lined up behind "host engine" Royal Hudson 2860 in chronological order (the replicas were given the date order of their originals).

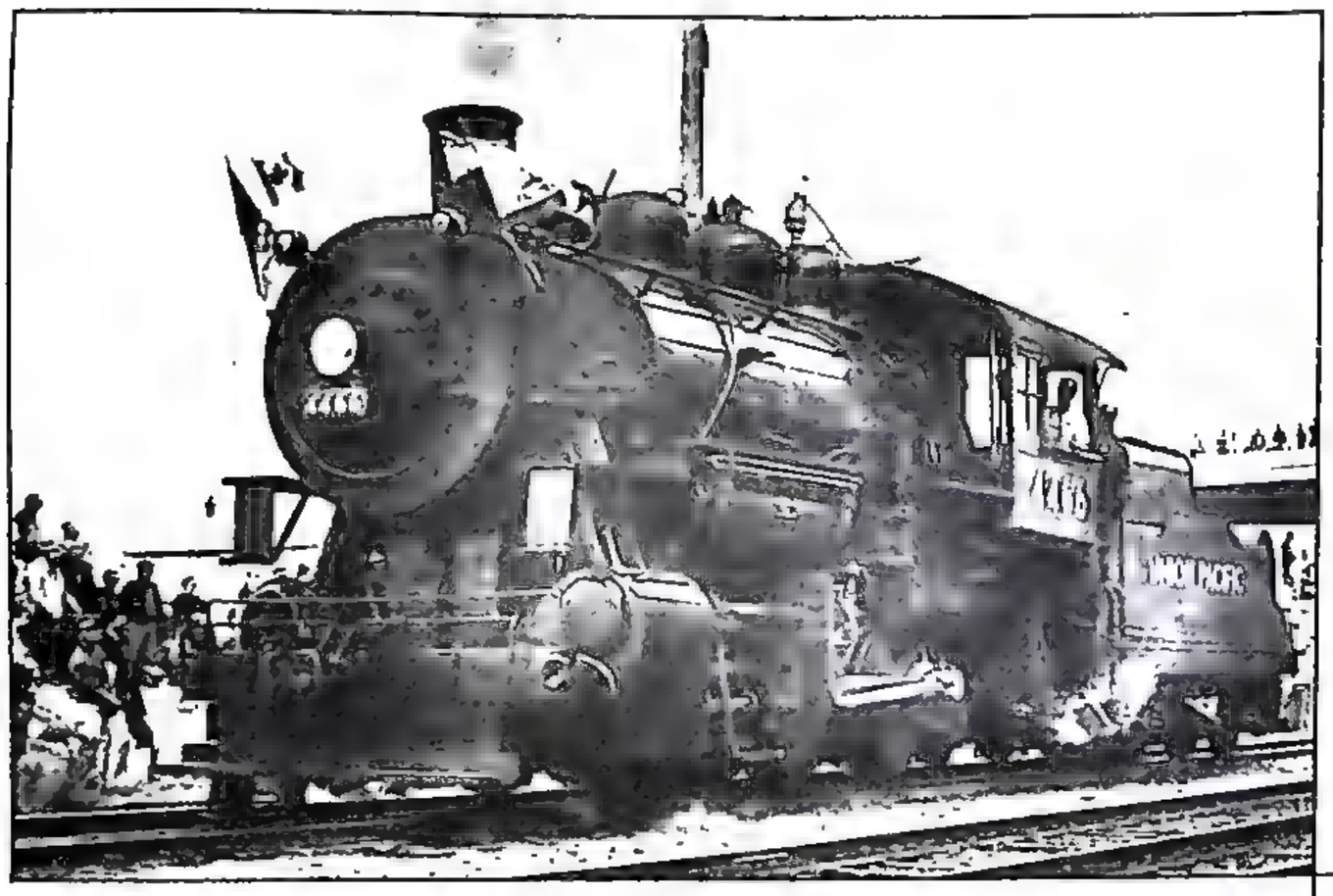
The Royal Hudson passed the reviewing stand at the Canada Pavilion at precisely 12:35 p.m., 99 years to the minute

ALBERNI PACIFIC Shay No.2 churned its way through the crowd and past a tower now used only to man a set of crossing gates.

CANADIAN NATIONAL 4-6-0 1392 from the Alberta Pioneer Railway Association looked right at home in the waterfront yard.

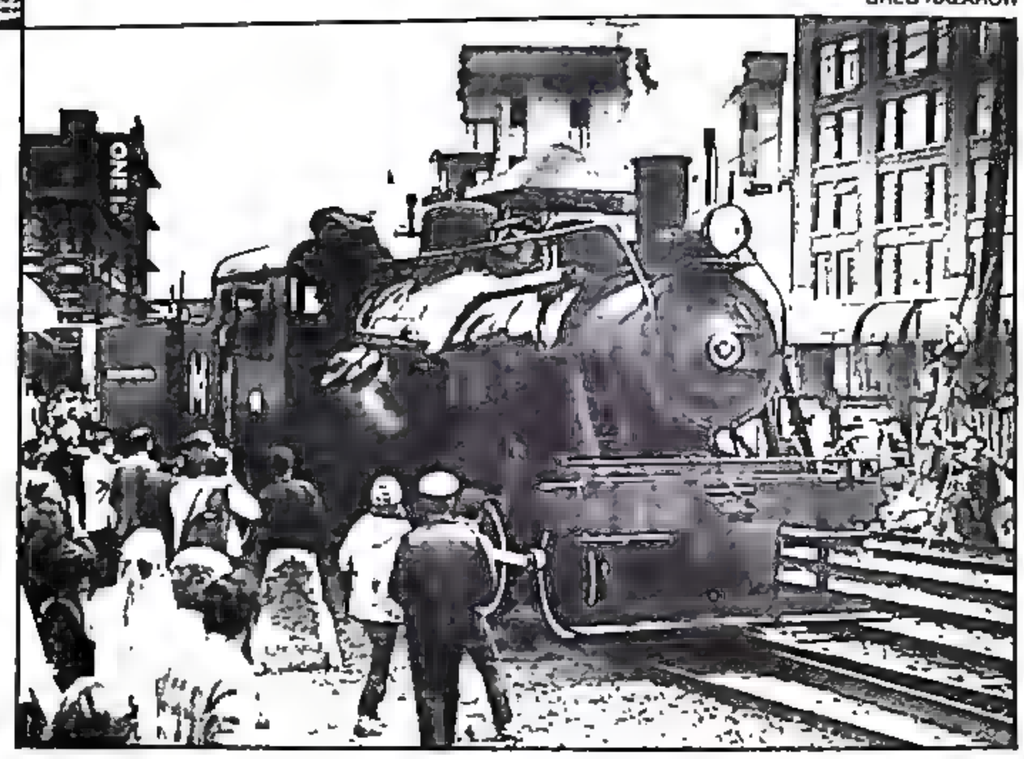
GREG NAZAROW

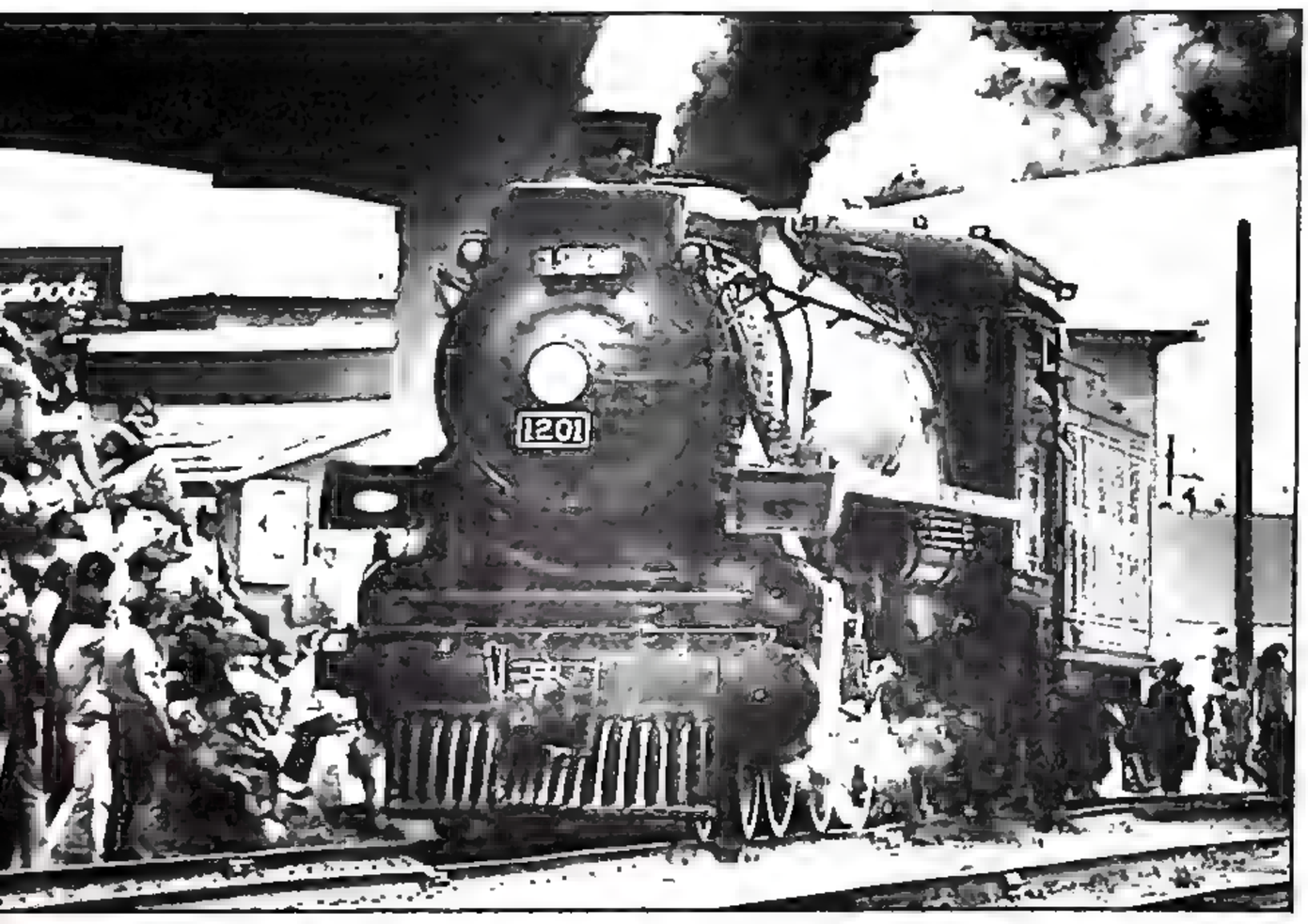




UNION PACIFIC 0-6-0 4466 from the Califonria State Railroad Museum was followed by the British Columbia Provincial Museum's MacMillan-Bloedel 2-6-2 1077.

GREG NAZAROW



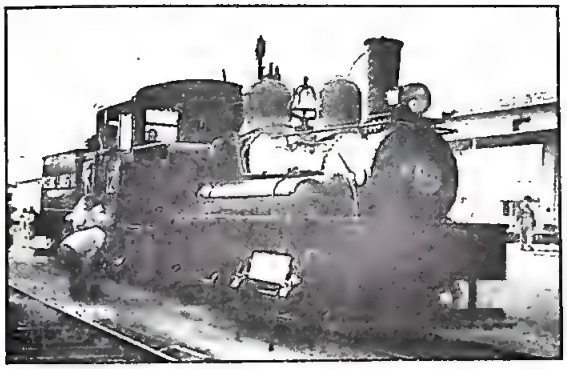


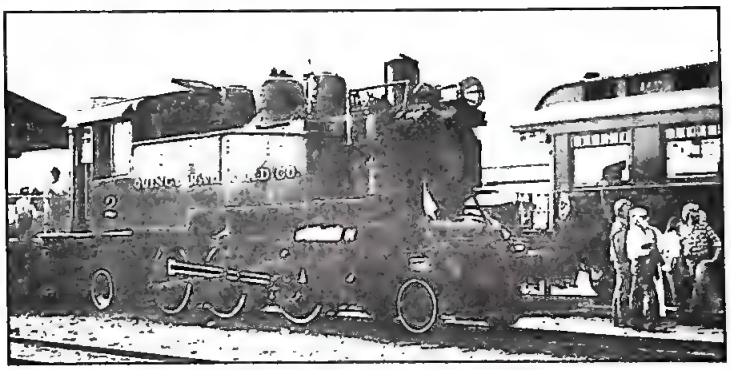
WEST COAST Heisler 91 from the Mt. Rainier Scenic Railroad was followed by the last engine in the Grand Parade, CPR G5 1201 from the National Museum in Ottawa. CNR 4-8-2 6060, still in Jasper (see page 63), was represented in the parade by license plate CN-6060 on the back of 1201's tender.

after CPR 4-4-0 374 had arrived in Vancouver with the first regularly-scheduled transcontinental passenger train. The rest of the engines chugged up in perfect order and stopped to salute the reviewing stand. It was an international Who's Who of steam: The replica from York, England, of George Stephenson's 1829 *Rocket*. Norfolk Southern's replica of the 1830 *Best Friend of Charleston*, complete with train. Chessie System's replica of Peter Cooper's 1830 *Tom Thumb*. Pennsylvania State Railroad Museum's 1940 PRR-built replica of the 1831 Camden & Amboy *John Bull*. The Canadian Railway Museum's replica of Canada's first steam locomotive, the 1835 2-2-2 *John Molson*. The Nevada State Railroad Museum's 1875 Virginia & Truckee 4-4-0 *Inyo* (the oldest actual machine in the parade). Prairie Dog Central/Winnipeg Hydro 4-4-0 No.3 (originally CPR 86, built by Dubs of Scotland in 1882, the oldest operating locomotive in Canada). Northern Counties Logging Interpretive Association's 1892 Falk 0-4-0 *Gypsy*. Ft. Steele's *Dunrobin* 1895 0-4-4 built in Scotland for the Duke of Sutherland. John Birmingham's 1906 Great Western 2-8-0 51 (which made the most smoke and noise of any engine in the parade). Alberni Valley Museum's 1912 Alberni Pacific two-truck Shay No.2. Alberta Pioneer Railway Association's 1913 CNR 4-6-0 1392. California State Railroad Museum's 1920 Union Pacific 0-6-0 4466. British Columbia Provincial Museum's 1923 MacMillan Bloedel 2-6-2 1077. Mt. Rainier Scenic Railway's 1930 "West Coast Special" three-truck Heisler 91. And Canadian Pacific 1944 G5 4-6-2 1201 from the National Museum of Science & Technology in Ottawa.

That was 17 live locomotives! The only engine under steam that didn't participate was, for obvious reasons,

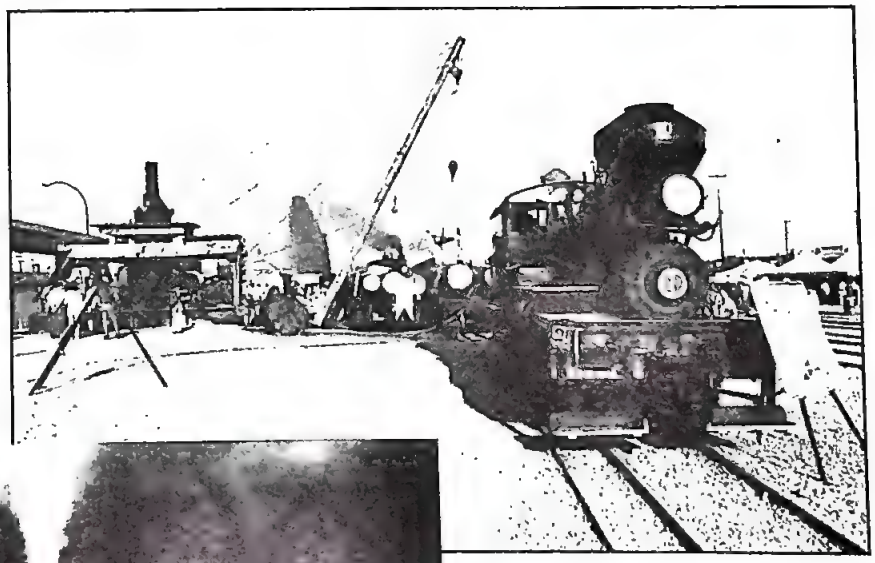
EXPO, eh?

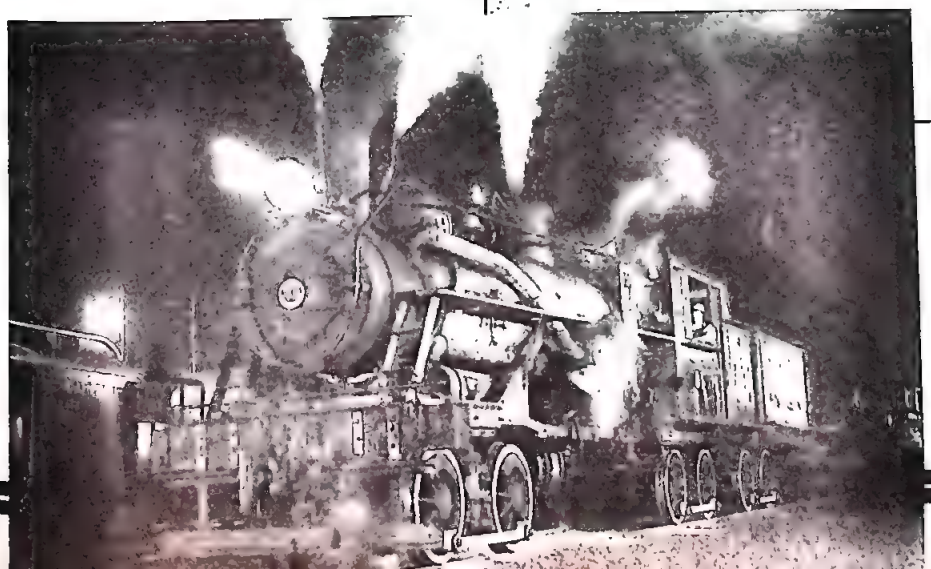




the narrow gauge Cowichan Valley Shay No.1 from the B.C. Forest Museum in Duncan. And frozen out by paperwork were the 1903 Pickering Lumber maroon three-truck Shay 12 and 1924 Quincy Railroad 2-6-2T No.2, both from Pacific Locomotive Association in California.

And then there was Alberta's CNR "Bullet-Nosed Betty" 4-8-2 6060, which was still undergoing overhaul in Jasper as the Grand Parade left without it. Well, not exactly *completely* without it.





THE STEAMEXPO site offered different locomotive line-ups each day. The Quincy 2-6-2T and handsome maroon Pickring Shay were not permitted to steam because of a problem with boiler certification paperwork. The Alberni Valley Museum put on hourly demonstrations with their steam log loader and vintage equipment. Heisler 91 posed for a night photo in the rain.

As a tribute to its absent comrade, the 1201 carried on the rear handrail of its tender Marc Balkan's New York license plate CN 6060 as the tail-end marker of the parade. You could hear the chuckles from the crowd as the 1201 passed. A week later the 6060 made her triumphant arrival at SteamEXPO.

Some of the week's best photography came as the engines were brought back through the parade route and serviced at the CN yard prior to returning to the SteamEXPO site. During the next week, all locomotives were kept hot on the site, and with the need to service the engines and to keep the display site fresh from day to day, there was a constant shuffling of the locomotives. The only engine permitted to "run" on the site was the British *Rocket*, which was given a segment of roped-off track on which to run back and forth (at the fare-well banquet, the *Rocket* received an award for racking up "The Most Mileage on the Least Track," 57 miles in one week on 200 feet of track.

All other moves on the site required two things: the steam engine's own crew and the volunteer CN pilot crew. There seemed to always be something going on, and with the limited number of tracks and engines lined up four or five deep, it took a lot of action to get some of the engines at the west end serviced (coal, fuel oil, water taken on and ashpans cleaned), usually at the east end lead. A CN trainmaster supervised all movements, and everything was handled in a professional manner.

We conducted two night photo sessions on the SteamEXPO site, Saturday, May 24 and Monday, May 26 (see page 58). They were open to anyone purchasing a ticket before 8:00 p.m. and remaining on the site until it got dark. Some of the best equipment moves of the week occurred as the Monday night shots were lined up.

SteamEXPO was really quite an experience—not the chase of 4-8-4s up the Columbia or an "Overland Race" of giants down the Fraser River Canyon that some had expected, but a relatively quiet, quality time. It was a chance to study an oil-fired CNR 4-6-0 and watch Ben Kline demonstrate the *John Bull's* hook and latch reverse gear. It was a chance to get close to some amazingly diverse locomotives where the details of the little engines could compete successfully for attention with the sheer size of the big guys. It was like returning to an engine terminal of the 1950s and having more engines around than you could possibly appreciate at any one time. That was its magic. ⋐

CANADA'S TRANSCONTINENTALS were featured in the Monday night session with CPR 1201 and CNR 1392. The yard scene (top) was shot inside the SteamEXPO site as we were lining up the night session.

EXPO, eh?

Railroading featured in EXPO '86

by Greg Nazarow

RAILROADING is found throughout EXPO '86 with exhibits in the individual pavilions and a monorail system—shown here passing the billboard photo of D&RGW 5771—that traverses the site. "The Roundhouse" has CPR 4-4-0 374 displayed on the turntable.

EXPO '86 in Vancouver, British Columbia, has taken North America by storm. After several lackluster world's fairs in the U.S., the folks in Canada have put together an attraction with a theme having real popular interest in a location that people want to visit.

"Transportation and Communication" is the theme of the 1986 World's Exposition, and this should instantly signal railfans that it's worth seeing—and it is. While the SteamEXPO event is now history (lasting only May 23 through June 1), there is much of railfan interest in the EXPO itself, which will be open through October 13, 1986. A short distance from the main gate you will be greeted by a full color nearly-life-size photo billboard of Royal Hudson 2860, and a bit further down the central "boulevard" walkway one comes face-to-face with a similar rendering of that most famous of F-units, *Rio Grande Zephyr* F9 5771 (this photo is from a slightly down-on angle and is viewed "correctly" from the passing monorail).

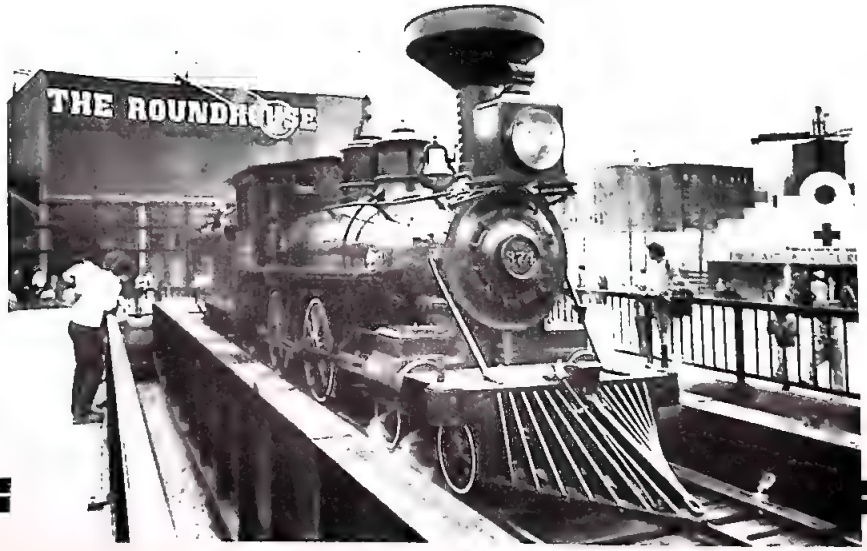
Displays of new rail technology abound at EXPO and can be seen at many of the pavilions which are spread out on the 173-acre site along False Creek. The British Pavilion and nearly all of the European pavilions contain photos, films, models and in some cases the real hardware of the latest in rail technology from urban people movers to high-speed monorail and maglev trains.

The British Pavilion, for example, contains a full-size mock-up of the cab of British Rail's *Inter City 125*, proclaimed to be the world's fastest diesel-powered train. Magnetic levitation technology (maglev) is prominently featured in the German Pavilion, highlighting the Thyssen Henschel experimental "Transrapid" maglev system. German advances in quiet, rubber-damped wheelsets and water-cooled heavy-duty traction motors are also on display—one can walk right up and inspect the actual hardware. A brief multi-media show pays tribute to German transportation ingenuity, including, of course, prominent mention of Rudolph Diesel.

You'll find lots of rail transportation featured in the Swiss Pavilion, as well. The entire upper level above the restaurant (also recommended) is devoted to Swiss locomotive and transit carbuilding and advanced railway signalling and automation.

Although the Russian Pavilion has that ring of propaganda we've come to expect, it was drawing big crowds of the curious. We encountered no truly new rail technology displayed, though there was some fine video footage of Russian railway equipment and operations. With their system reported as be-

PHOTOGRAPHY: JIM BOYD



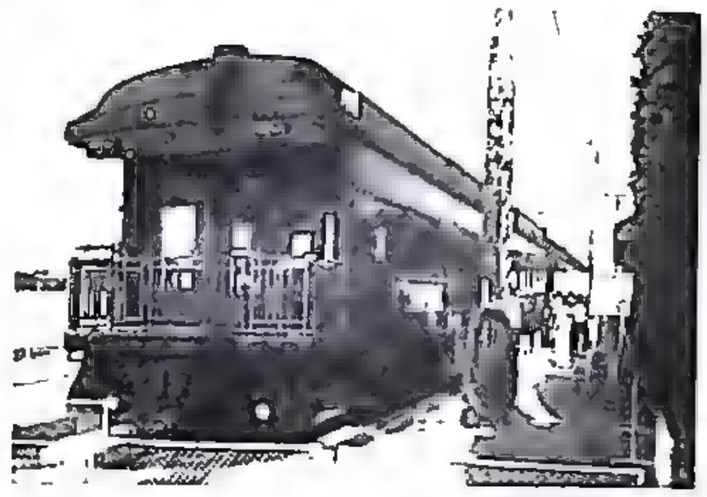
EXPO 86

ing over 30% electrified, there was some unique and fascinating electric equipment in the video.

Almost predictably, the United States Pavilion is totally devoted to the Space Shuttle program, with nary a word or image of Amtrak or railroads.

But how different the Canadians. Both Canadian National and Canadian Pacific have prominent pavilions on the EXPO site, while VIA transformed the CN passenger station into its pavilion. The CN chose to feature a wide screen film which describes their railway and microwave and fiber optics communications network. While it's interesting, the railfan will come away a bit disappointed. As a consolation, there is a fascinating time-line photo board in front of the pavilion that traces CN's development and its role in Canadian politics from the 1800s to the present.

Canadian Pacific Ltd. is another story altogether. As Garry Anderson of the Cranbrook Museum Train (VIA Pavilion) pointed out, CP doesn't indulge in too many frills (Van Horne's influence lives!), but when it does, it goes all out. The pavilion's highlight is a giant screen 70mm film entitled "Rainbow War," which received an Academy Award Nomination for the Best Live Action Short. In a very stylized manner, it shows the effect of the development of transportation on three mythical kingdoms: Yellow, Blue and Red—the color swatches on the flanks of the CPR EXPO SD40-2s are the symbol of this film. The whole pavilion was fascinating and one of my favorites.



THE *TRANS-CANADA LIMITED* of 1929 is the museum train from Cranbrook that is part of the VIA display at its depot/pavilion. Tours of the authentically restored CPR heavyweights are offered each day. The sleeper is the *Rutherglen*.

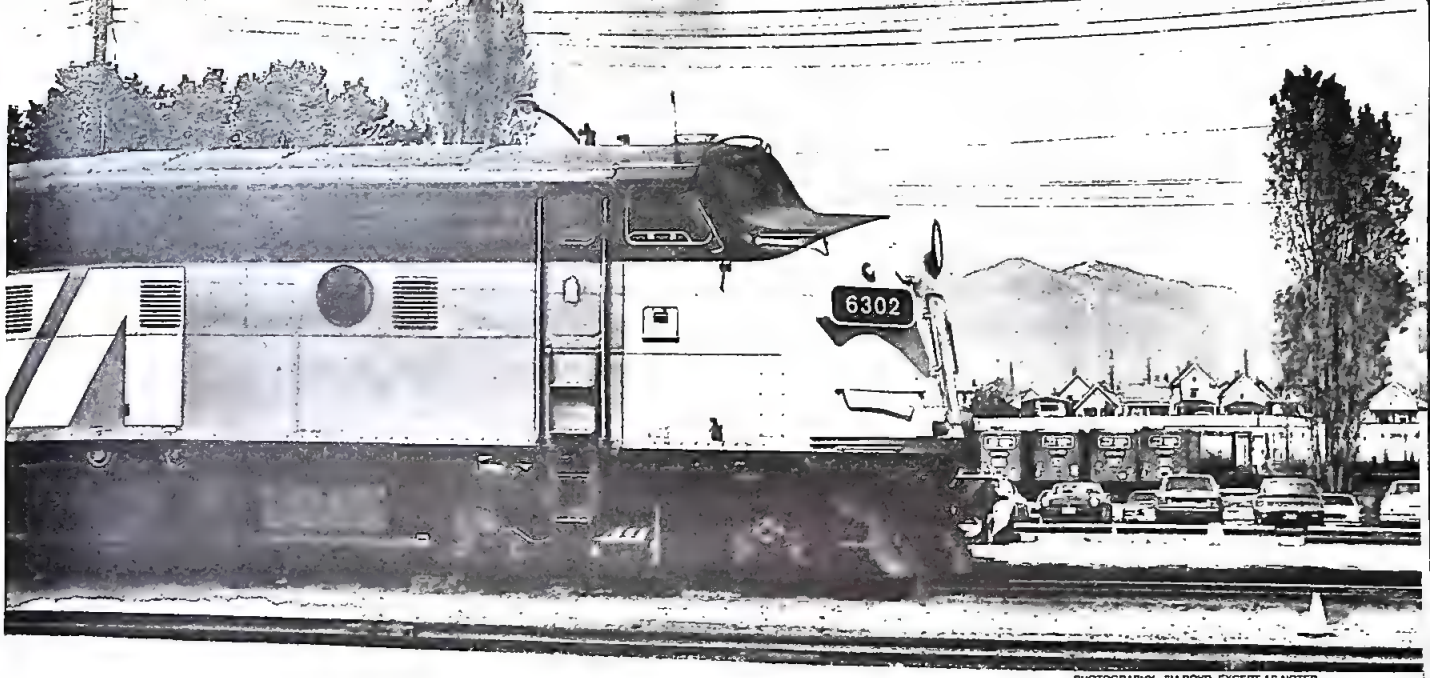
But the centerpiece of the fair is The Roundhouse, cosponsored by Imperial Oil/Esso and EXPO '86. Vancouver's oldest industrial building, this was once part of CPR's Drake Street engine terminal. While the interior contains some only marginally rail-related displays—and you can by tacos or Greek specialties in the adjoining shop building/fast food emporium—on the turntable outside the roundhouse doors is CPR 4-4-0 374, the engine that hauled the first passenger train into Vancouver on May 23, 1887, 99 years to the day before the SteamEXPO Grand Parade of Steam. The engine had been donated to the city in 1945 and spent many years of relative neglect in Kitsilano Park, exposed to the salt air. Too far gone to ever run again, she was painstakingly restored as a static display, albeit with piped-in steam and an occasional blast from her whistle. The engine rests on the old turntable, but the pit has been planked over to form a courtyard.

By the time you read this, September will be upon us, an excellent time to visit EXPO. It is well worthwhile as a family visit and has plenty to keep the railfan interested. In addition to the monorail system that traverses the entire False Creek site, the new SkyTrain rapid transit system (note its use of linear-induction motors) is used to link with the impressive Canada Pavilion across downtown Vancouver on Burrard Inlet. This all-new automated system—with carpeting on the car floors—makes any U.S. rapid transit system look shabby by comparison. End of track is directly in front of the former CPR station (which still houses CP's West Coast Headquarters), and the ride takes you through the former-CPR Dunsmuir Tunnel beneath downtown Vancouver. The east end of the SkyTrain is on the Fraser River waterfront at New Westminster, not far from the BC Hydro yard.

There is a SkyTrain station adjacent to the EXPO East Gate and the VIA Rail Station/Pavilion. In addition to the four domeliners in or out each day with F-units and steam-heated equipment (talk about the ultimate EXPO display, transcontinental passenger trains in regular service using the "pavilion"), at the depot site VIA has an entertaining 25-minute show on the development of Canadian rail passenger travel, an amusement park train ride for the kids, and tours of the *Trans-Canada Limited*.

If you visit EXPO, plan on spending two or three days to get a good sampling of what it has to offer. It will be fun for the whole family.

VIA RAIL CANADA converted the CN depot into its pavilion featuring displays and domeliners.



PHOTOGRAPHY JIM BOYD, EXCEPT AS NOTED

Railfanning British Columbia

by Jim Boyd

Vancouver, British Columbia, does not need a world's fair to be a stellar railfan attraction, and the rail activity within a day's drive of EXPO offered spirited competition to the clamor on False Creek. If you got tired of the monorails and maglevs and crowds around the choo-choos, there was some of North America's finest "real" railroading just moments away.

Closest to the SteamEXPO site was the VIA Pavilion, better known as the CN passenger station, where at any time of day at least one domeliner powered by F-units was grandly posed. VIA operates two transcontinental trains into and out of Vancouver every day: Nos. 1-2, the CPR-route *Canadian*, and Nos. 3-4, the CN-route *Super Continental*. The *Canadians* sported A-B-B FP9/F9B power and a *Park*-series sleeper-lounge-dome-observation car, while the slightly shorter *Supers* generally had A-B power and an ex-CN "E"-series open section sleeper carrying the markers. If everything was on time, you'd have the inbound No.1 and the outbound Nos. 2 and 4 in the station in the morning, with the two eastbounds departing and the westbound No.3 arriving in early afternoon (No.1 arrives at 9:25 a.m., No.4 departs at 12:45 p.m., No.3 arrives at 1:10 and No.2 departs at 2:00 p.m.). With the traditional steam-heated equipment, domes, diners, sleepers and F-units, it was like returning to the world before F40s, Amfleet and Superliners (of course, F40s and Superliners are due for VIA beginning next year).

Across the harbor in North Vancouver is the British Columbia Railway yard and passenger station. The handsome RDC trains depart each morning at 7:00 for Lillooet, continuing on to Prince George on a triweekly schedule; the Budds return to North Van each evening at 8:15. The 158-mile run to Lillooet is one of the most scenic on the continent, and the splendid 40-mile south end of it along Howe Sound was available daily during SteamEXPO with ex-CPR N2 2-8-0 3716 on the tourist train to Squamish normally handled by Royal Hudson 2860. The sound of a big engine working hard—the one thing missing from SteamEXPO—was a daily event as the gutsy Consolidation lifted the long train through West Van-

EXPO, eh?

VIA RAIL'S best in the West is a fresh FP9 at Vancouver and *Canadian* near Spences Bridge.

HOMER HILL

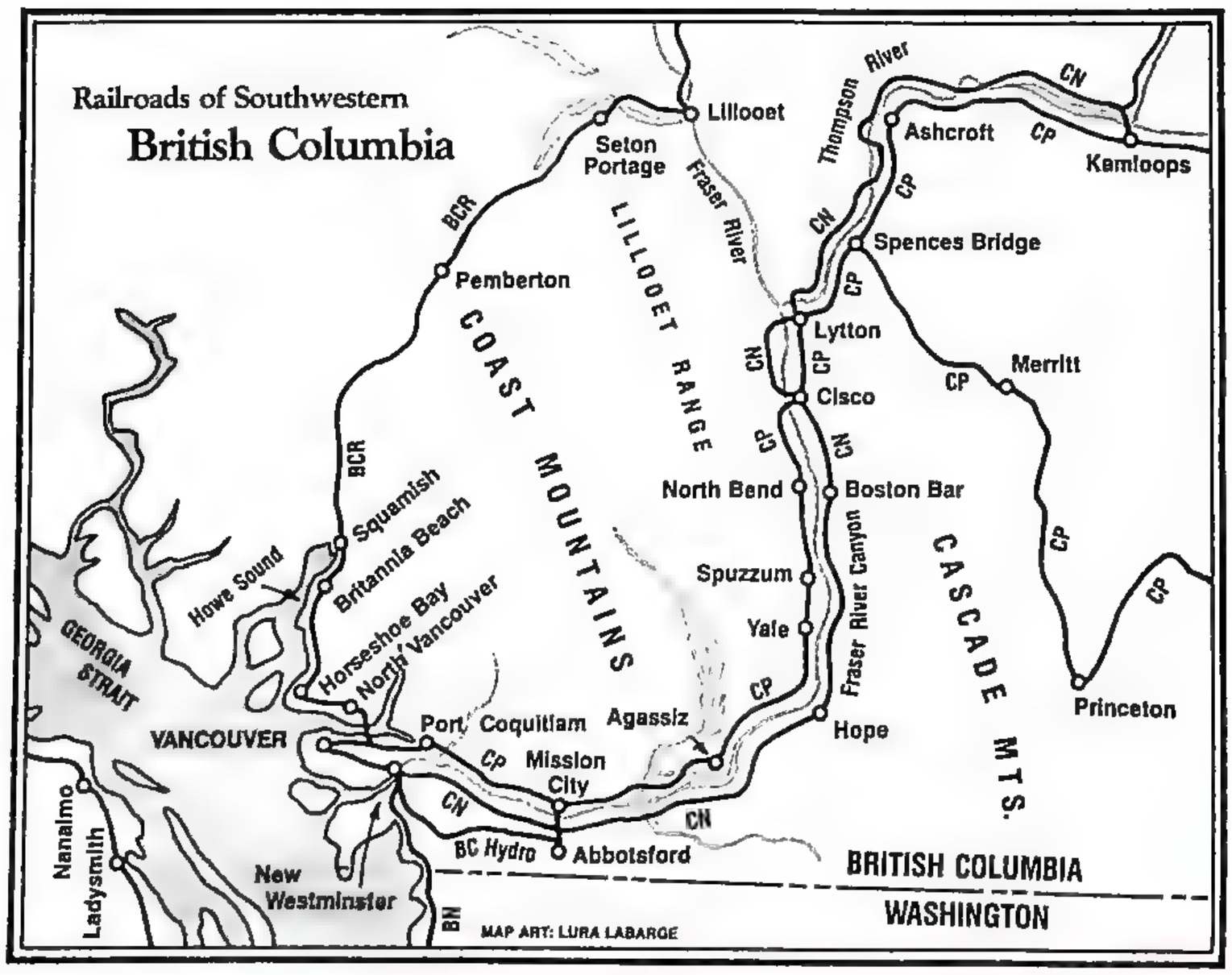
BRITISH COLUMBIA RAILWAY featured 2-8-0 3716, shown at Porteau Bay pinch-hitting for the Royal Hudson, the regular Budd cars to Lillooet, and lots of big MLW/Alcos like these M630s departing Porteau siding.

couver and then romped up the rocky shores of Howe Sound.

And the BCR manages to run at least a handful of freights in daylight in and out of North Van, powered predominantly by big six-motor Montreal/Alcos. The BCR is presently a great show with both the handsome traditional two-tone green and the equally attractive and much more colorful new red, white and blue livery (you couldn't lose on the BCR; the old scheme is a treasure and the new scheme is dazzling). Throw in wide-nose Canadian-cab MLWs in four and six-motor configuration, a whole flock of four-motor MLW/Alco stuff from cabless M420B boosters to ex-Erie Lackawanna C425s and a batch of SD40-2s just to let you appreciate the Alcos all the more, and the BCR is worth a visit any time. Of course, when *we* finally got a sunny day to chase the 3716, there had been a landslide at Lillooet and none of the freights were on the road.

Why not spend the next day on the BCR, then? Because we were bound for the Fraser River Canyon, and even without Alcos it is more than equal to the BCR as a railfan attraction. It is the Feather River Canyon times two, with the CNR on one side and the CPR on the other. Beginning at Hope, 90 miles east of Vancouver, the canyon extends 70 miles north to Lytton, where the railroads then take off along the Thompson River and head for the Rockies. With green mountainsides backed up with snow-capped peaks, it provides unending vistas of curves, cuts and dramatic bridges. From Hope to Spuzzum the highway follows the CPR on the west bank of the river, and from Spuzzum north it follows the CN on the east side up through the division point at Boston Bar. A thriving logging center, Boston Bar features a traditional depot—complete with a 24-hour cafe—and a yard where there is almost always a train waiting for a crew. Again, traditional railroading at its best.

North of Boston Bar there are numerous vistas of the CN until the famous spot at Cisco where the railroads swap sides of the river utilizing two bridges and a tunnel. The CN then crosses both



the Fraser and Thompson at Lytton, as the railroads head on up toward Spences Bridge, Ashcroft and Kamloops. On the two days we spent in the area, we had more trains than we could handle, including some late-running westbound passenger trains and on-time eastbounds. The CN had the most interesting power, with wide-nose SD40-2s and the big new "Draper Taper" SD50F cowls, while the CPR was always a temptation with six special EXPO-scheme units to break the monotony of otherwise colorful SD40-2s. The CN, however, delivered the biggest motive power surprise with a blanked-out F7ABu booster behind an SD50F. An hour later, a 60-m.p.h. chase (legal in Canada) with a CPR EXPO unit produced the color images for this issue's cover and photo on page 58. It was a thrilling way to wrap up a week in British Columbia.

There was plenty of railroading available around EXPO, and the selection was limited only by time and ambition. Some fans willing to spend three or four days away from Vancouver explored the Rockies around Jasper and Banff, while others visited the upper end of the BCR and the Tumbler Ridge electrics. The Vancouver area itself offered EMD switchers and SD38s in old and new colors on the BC Hydro and a variety of Alcos working for Vancouver Wharves alongside the BCR engine terminal.

Even after the steam spectacular is over, the EXPO is still a fine family affair, and the BCR, Royal Hudson train, VIA, CN, CP and BC Hydro are still there. We'll take a closer look at Fraser Canyon in the November R&R.

FRASER CANYON provided plenty of action on both railroads. A pair of CP SD40-2s was westbound just below Yale (**top**) on May 26. An hour or so later a westbound CN grain train with an SD50F was crossing the trestle just south of Boston Bar (**bottom**). An unexpected treat was F7ABu 9101 behind an SD50F at Boston Bar on May 28.

THREE PHOTOS CHRISTINE LOSS/TOUCHSTONE FILMS © 1986

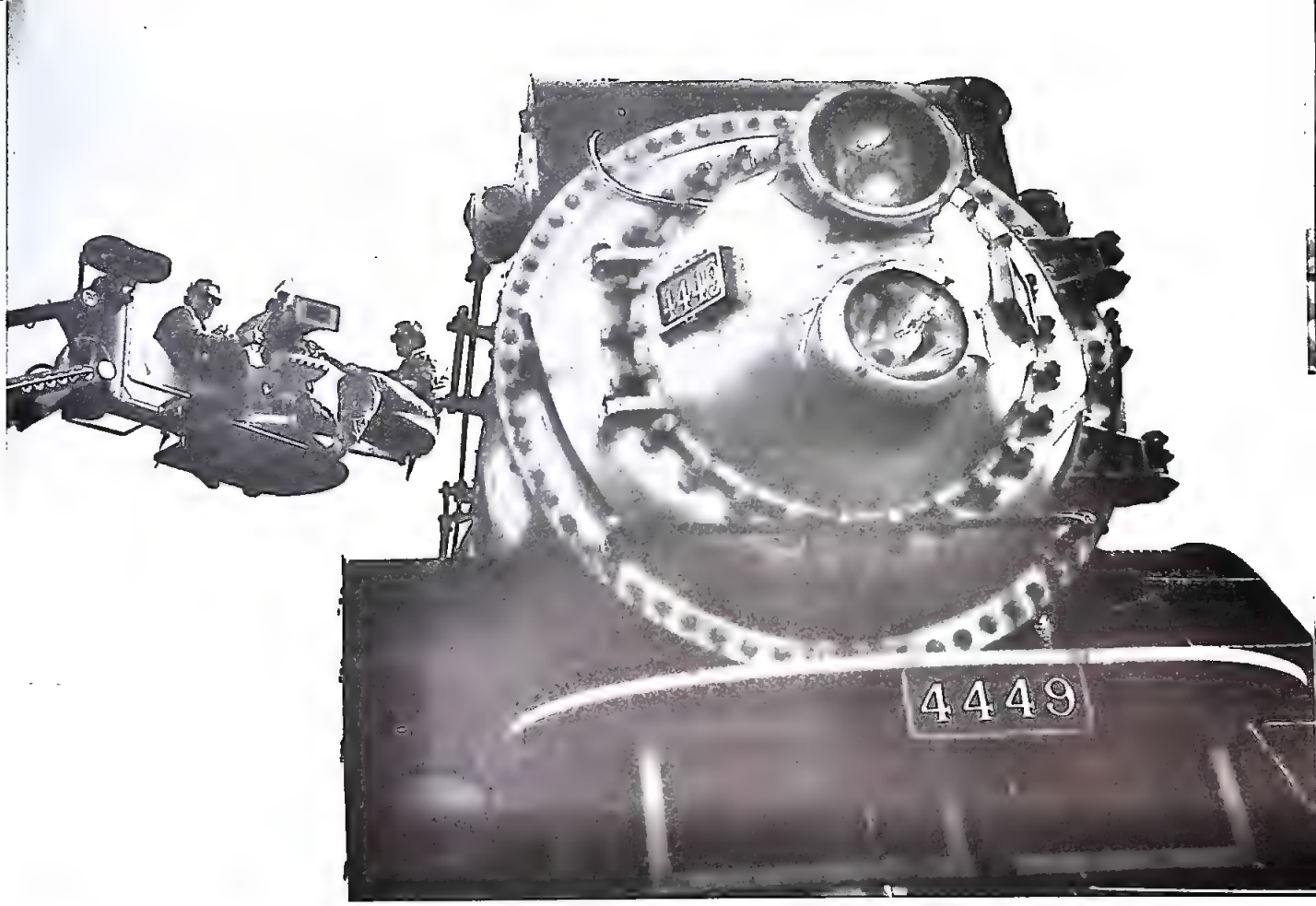
THE Tough Guys DAYLIGHT

We've all heard the news by now: former Southern Pacific GS-4 4449 is a big screen movie star—not just a bit part to add credence to a period scene but as an integral element of the plot of "Tough Guys," a major Hollywood production starring Kirk Douglas, Burt Lancaster, Alexis Smith, Eli Wallach and Charles Durning. The movie, to be released in late 1986, has already received extraordinary national publicity on television and in *Time* Magazine. With the story written specifically for Lancaster and Douglas and a high level of production quality throughout, the film should make a strong showing at the box office.

"Tough Guys," produced by Touchstone Films, an arm of Walt Disney Productions, is billed as a "contemporary comedy/adventure," to quote the preliminary production information supplied by the film's publicist. It chronicles the "comic exploits" (Touchstone's words) of a pair of train robbers—Douglas and Lancaster—who face the strange new world of Los Angeles in the 1980s. Los Angeles, indeed all of society, is new and strange to them, as the pair has spent the last 30 years in the federal penitentiary.

Their crime in the 1950s? Trying to rob the San Francisco to San Diego

by David C. Lustig



SOUTHERN PACIFIC 4-8-4 4449 is just another big prop to Touchstone crews as they work on the film "Tough Guys," starring Kirk Douglas and Burt Lancaster. Brandishing a submachine gun, Douglas was striding alongside the 4449 at Taylor Yard in Los Angeles, but the scene of the pair in the cab was using a detailed mock-up of the cab on a flatcar.

Gold Coast Flyer, pulled appropriately enough by the 4449. Finding out that the same train they bungled the job on three decades ago is about to make its final run becomes too much for the paroled dynamic duo and, instead of taking modern day retirement, they go for one last fling at their chosen profession, following in legend, if not in fact, Bill Miner, whom the film industry immortalized in *The Grey Fox*.

Off to the Wilds

Somewhere west of Desert Center, California, and a half dozen miles south of Interstate 10, a magazine reporter and an editor traverse a dusty road that would have been perfect for Genera Patton's World War II tank maneuvers. The final destination is a place called Summit on the now pretty much dormant Eagle Mountain Railroad. With the mine closed down and rail operations limited to an occasional outbound movement of stockpiled ore, Kaiser's 50-mile railroad is the ideal place for filming.

At Summit, between the Orocopia and the Chuckawalla Mountains, is a small, makeshift camp of wooden buildings and tents. It is a beehive of activity. To the north, the desert is punctuated only by the freeway. To the south lies more desert, the sprawling U.S. Navy Chocolate Mountains Aerial Gunnery Range, the SP interchange at Ferrum and the Salton Sea. Even the snakes get remote duty pay out here.

It is warm and dusty. The tents are covered with dust. There are helicopters that are used as camera platforms and double as airborne chauffeurs for the principal stars—not to mention being champion dust kicker-uppers. There are people milling in all directions. A driver from the movie company's transportation department tosses her blonde hair back over her shoulders and moves her tight jeans quickly to her vehicle, now loaded with people waiting to go back

JIM BOYD

THE STEEL TRESTLE over the dry bed of Salt Creek about midway between Ferrum and Summit on the Eagle Mountain Railroad was accessible by road and a favorite place to catch the 4449 working upgrade returning to Summit after a day of filming.

to civilization. It is Saturday afternoon in the middle of the location shooting and everyone who can is leaving Summit. Filming does not begin again until Monday morning, and everybody has something better to do than stay here.

A moustached studio guard, one L.C. Burns to be exact, sticks close to his dust-encrusted Volkswagen Beetle, employing all the charisma of an ample Richard Farnsworth to keep the unauthorized away from the sensitive filming areas. He is friendly and courteous, but even without the chrome-plated .38 caliber revolver on his hip, one would think twice before arguing with this man.

An overview of the area reveals a parallel set of tracks just to the west of the Eagle Mountain's. Laid there by the movie company, no train will ever set wheels on this line. It is, in reality, a post-wreck duplicate of the real railroad. On the Eagle Mountain there is a phony water tank; on the movie set, the same but destroyed. The company has erected a rather curious "End of Track" sign over the fake line. Squinting eyes find its mate on the actual railroad. Strangely, a chain link fence starts and ends in the middle of nowhere, the signs attached to it in Spanish. Well, that's nothing new for Southern California. But wait, the signs say this is the border between the United States and Mexico. Ah, more movie sleight of hand.

Just behind the fence, the visitors' eyes light up. There is one of the principal reasons for being in this dusty nowhere: the 4449.

But something is awry. It's off the tracks and up to its skirts in sand. What in the name of Sam Hill has Hollywood done for the sake of realism? Wrecked the steam engine? Those cads.

Of course, we had known in advance about this full-size mock-up of the 4449 half buried in the desert, but it is still a shock to see. The realism is uncanny.

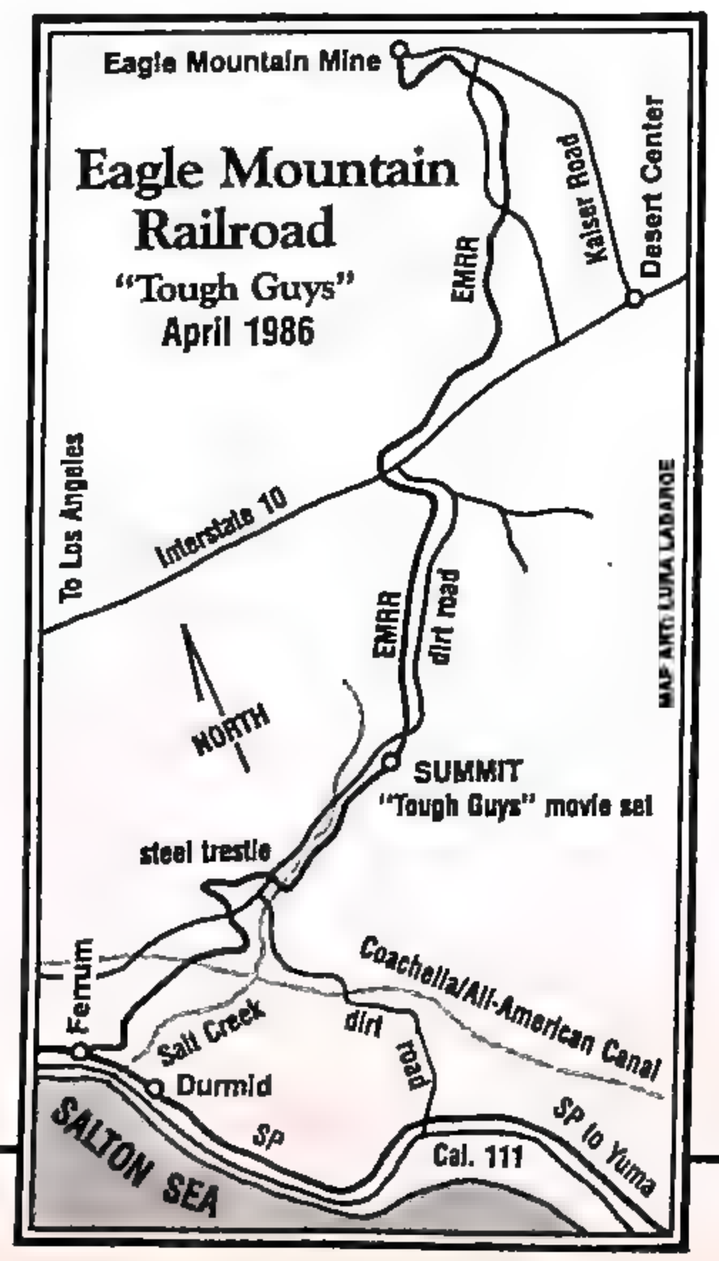
Suddenly, like a scene from "Apocalypse Now," two helicopters break the southern horizon. They carry the actors from the last scene of the day, landing carefully amidst the piles of equipment, kicking up dunes of dust. Adding even more to the strangeness of the scene, a deep-throated whistle drifts up from the south. Even the most blasé members of the film crew look up, if just for a few seconds. The 4449, the real 4449, done with its on-camera shenanigans for the day, is coming back to Summit (the filming on this day involved Eli Wallach's stunt double being shoved from the 4449 cab and leaping into the Coachella Canal—the locomotive crew reported that the "fall guy" was a split second off in his timing and missed the deep water where he was supposed to land, splashing down instead—unharmed—in only about six feet of water near the bank).

Passenger cars in tow, the GS-4 carefully makes its way towards camp, its backlit silhouette reminiscent of a scene from the former El Paso & Southwestern as it makes its way down solid but obviously secondary desert track. From the cab doorway, a clenched fist attached to a sweat-soaked arm is held high. A rotund figure is grinning from ear to ear as the 4-8-4 comes to a smooth and easy stop. Fireman Dick Yager is obviously enjoying himself.

Onlookers, shifting their eyes from the wrecked 4449 to the real one, know the movie company has gone to considerable lengths to duplicate the engine. Viewed from the right angle from only a few yards away, the partially-buried fake engine (actually an amalgamation of plywood, plastic, Masonite and glue) would, at a glance, fool almost anyone.

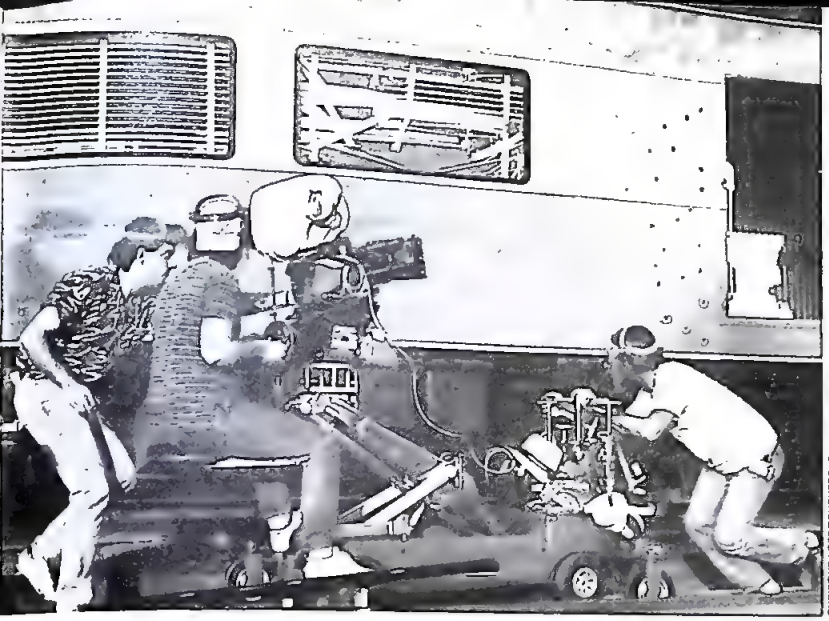
Within 45 minutes, the once-bustling camp is practically a ghost town. Excluding Engineer Doyle McCormack, Yager and the rest of the 4449 crew, only a few workmen putter around the set. As the fans photograph the train and chew the fat, another load of Touchstone employees heads north to civilization. Not to fear, however, L.C. Burns, relaxing in his cream-colored Volkswagen, keeps a watchful eye on those non-employees who remain. There are not many, just a few very curious fans, a group of moderately curious off-road enthusiasts and an occasional not-very-interested-at-all lizard or two.

Learning that "Tough Guys" was filmed almost entirely on locations throughout the Los Angeles area and in the California desert will surprise only a few. What has to be taken into account, however, is the fact that while Touchstone Films liked the story from the Hollywood writing team of James Orr and Jim Cruickshank, the studio then had the task of coming up with a suitable operating steam engine.



It's called making phone calls

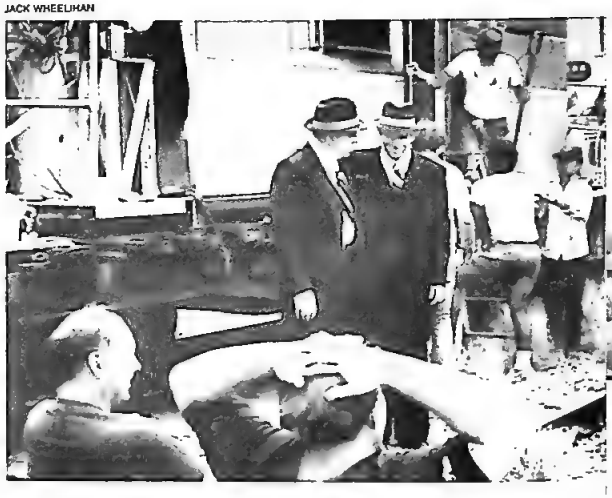
September 1985. Research people at Touchstone are given an assignment: Find a working steam engine capable of pulling a passenger train. The telephone



CHRISTINE LOSS/TOUCHSTONE FILMS 1986

THE CAMERA on a dolly with its own tracks is moved by manpower because motors are too noisy. The bullet holes are on a false panel on the side of the combine. The *Gold Coast Flyer* artwork on the 4449 is also on a panel.

JACK WHEELIHAN



BURT LANCASTER chats with his stunt double as the crew prepares another scene with the cab mock-up on April 10. Relaxing in the foreground are 4449 crewmen McCormack and Yager. Photographer Wheelihan noted that "Kirk Douglas was standing beside me whispering in my ear as I took this shot, 'I think the guy on the right is better looking.' "

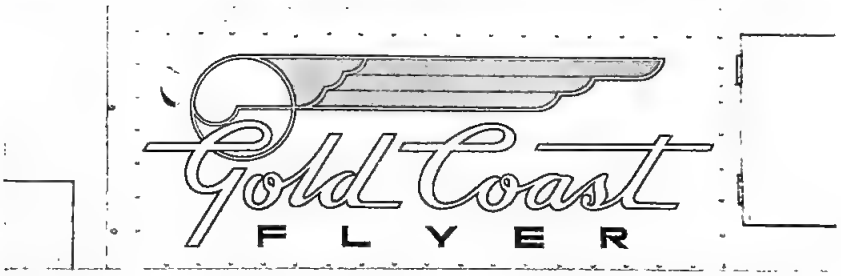
calls lead the studio to Southern California-based Shortline Enterprises. That in turn pushes Touchstone in the direction of Portland, Oregon, Doyle McCormack and the 4449. They ask a lot of questions and McCormack tries his best to answer them, "Yes, the 4449 used to haul passenger trains . . . Yes, it runs . . . How much? . . . About $100 a mile . . . Sure you can come up; we'll even meet you at the airport."

"We get telephone calls like this all the time," comments McCormack. "Everyone's always excited. When I told them the rough price of $100 a mile, they didn't gasp like most parties do. They flinched, but they didn't gasp."

When the 4449 was pulled from the roundhouse, the representatives from Hollywood knew they had found their steam engine. But they would have to go back to Los Angeles and work on the numbers. "They're professionals," admired McCormack. "They wanted to explore every opportunity. They soon found out that any engine that would do what they wanted would cost about the same. They even talked to the Union Pacific about the 8444."

Two months later, in late November 1985, the company agreed on using the 4449. Acquiring the use of the GS-4 is not as easy as digging down in one's wallet and pulling out the correct amount of money, however.

McCormack explained that first Touchstone had to write to the City of Portland, the owners of the 4449, and make a proposal on what they hoped to do with the engine. Second, permission had to be obtained from the Southern



DAVID C. LUSTIG

Pacific, as the original donation agreement from the railroad to the city states that Portland cannot lend, lease or do anything with the steam engine without the SP concurring. And, of course, Touchstone then had to negotiate with the SP on moving the engine and train to Los Angeles.

"And fourth," smiles McCormack, "you have to pay the bills."

To keep the movie as authentic as possible, Touchstone sent McCormack a copy of the script to see what he thought of the scenes that had to do with the 4449.

"I looked it over," he said, "and there were a few truly outrageous things. We talked about it and they changed 'em. They wanted the drivers to spin in reverse to show a panic stop. Sure we could do it, but not without putting considerable strain on the engine. We said 'no way'."

With the 4449 due for a two-year inspection, the crew had held off as long as possible because of the Vancouver SteamEXPO trip in May (which, of course, was later cancelled for en route clearance reasons). But Touchstone wanted the steam engine to leave Portland for Southern California by March 2nd. "If they were going to push me like that, then they were going to agree to pay for an additional three weeks of preparation time," explained McCormack. They paid.

The trip south

March 2nd came and went, but the 4449 didn't go anywhere. The engine, train and crew were ready, but the SP wasn't. A bridge fire at Marysville, California, had tied up the entire northern part of the railroad. It would be three days later, on March 5th, that the red, orange and black train would clear the overcast skies of Portland for its first overnight stop at Klamath Falls. On board were paid staffers McCormack, Yager, George Lavacot, Jack Wheelihan, Chris McLarney and Ken Keeler plus various other volunteers.

Tagging along behind the 4449 were

the auxillary tender, the ex-UP ACF RPO car *Yes Dear* (reportedly inspired by Mrs. McCormack) which doubles as the supply car loaded with practically everything necessary to fix a 4-8-4—"Anytime you go on the road, you take everything you own with you"—and three cars supplied by Rail Car Restoration of Portland: ex-SP baggage-chair combine 3300 (formerly the locomotive crew car), Dave Duncan's ex-NP *Travelers Rest* lunch counter-tavern 496, and Ken Keeler's ex-CB&Q *North Coast Limited* sleeper-lounge observaton *Minneapolis Club*, now named the *Vija K.*

McCormack was on home territory this first morning, as he regularly works Portland to Eugene as an SP engineer. It was about halfway between the two cities that the 4449 gave her first indication that all would not be well on this trip. At Salem, the left number two main bearing started running hot. A heat-sensing alarm system installed for just such problems picked up the surge in temperature (a gray box in the cab connected to sensors on the bearings samples each of the eight mains every few seconds and reads out the temperatures with color-coded lights).

"My first reaction was to get this thing in the clear," remembers McCormack. "So I checked with the dispatcher and found there was no traffic, so we slid under her and repacked her right there on the main line." The whole job took 45 minutes.

They then moved out smartly, changed SP road crews at Eugene and went over Cascade Summit. "We didn't hit clear skies until we were over the Cascades." They slid into Klamath Falls, 329 rail miles from Portland, at 5:25 p.m., pretty much when they expected to even without the stop at Salem.

It was cold and the crew was tired. A quick meal on board and it was off to the individual rooms on the train for some well-deserved sack time.

A MOCK-UP of the 4449's cab was mounted on a flatcar and carried out to the L.A. and desert locations to facilitate close-up shots that would have complicated on the real locomotive. Here McCormack is "playing engineer" in the mock-up as the director and his camera crew do their work.

Day Two and more delays

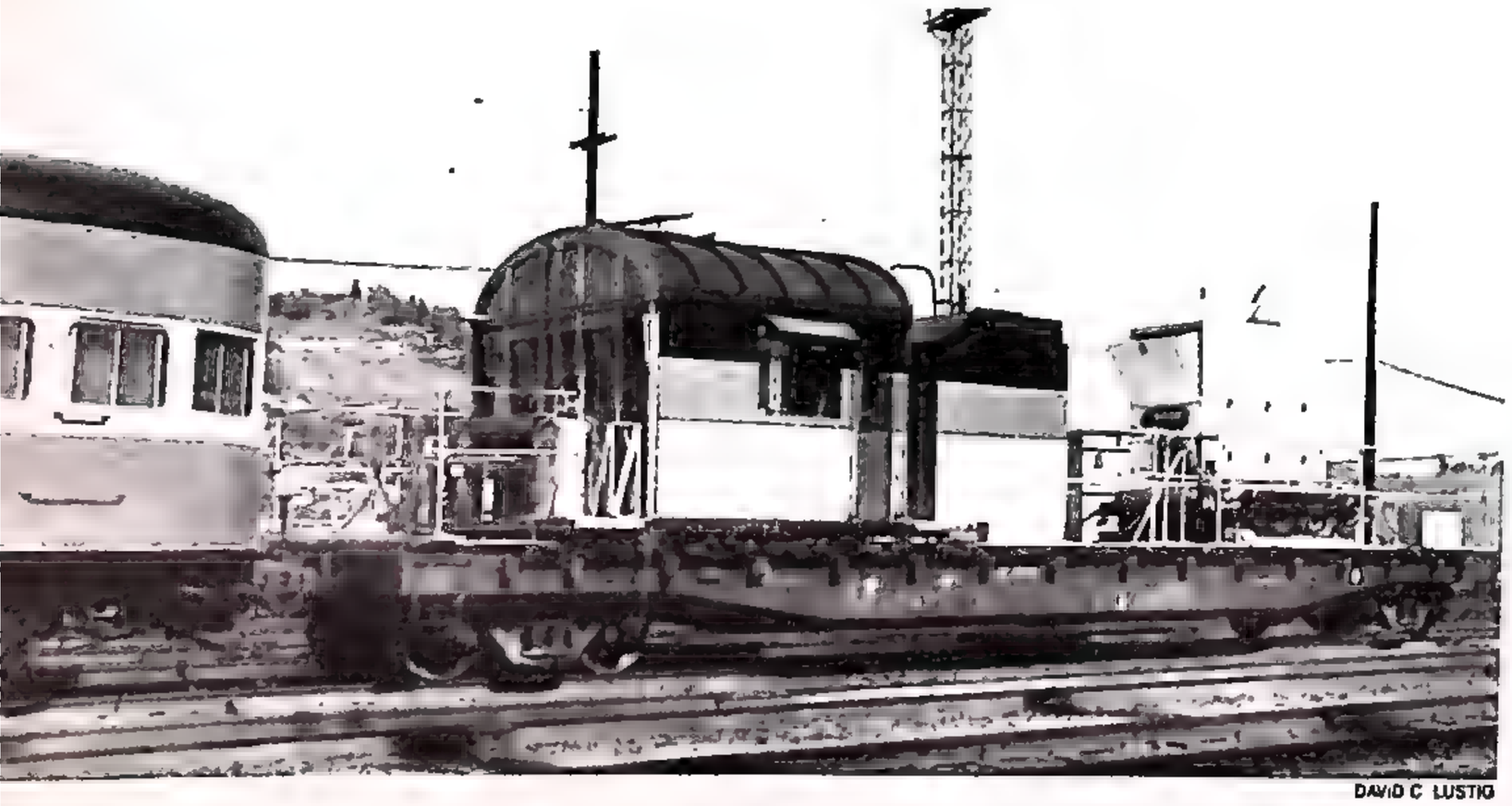
The schedule called for a 7:00 o'clock departure every morning. That was fine in theory, but SP informed McCormack the Marysville bridge still had not been repaired. If they left about 11:00 a.m. and didn't set any speed records along the way, the bridge, they were told, should be repaired by the time they arrived.

Taking their time on a very quiet railroad, the 4449 and crew made their way to Dunsmuir, finding themselves amidst four or five other trains waiting for the bridge to reopen. Among them was the Portland-Los Angeles CZLAT (Crown Zellerbach-Los Angeles Trailers), a hot pig train that got first nod when the signals went green again. The 4449 was second.

"By the time we got out of Dunsmuir it was early evening," recalled McCormack. "It was absolutely exciting," he continued, a person with enough professional railroading under his belt to normally not get super enthused about such things.

"Southern Pacific has dragging equipment detectors that talk to you (referring to the triggered voice that comes over the radio road frequency during the start and finish of a train inspection) and we were close enough behind the CZLAT that we were constantly picking up his detector chatter. We knew where he was at all times. He was flying, and we were 15 minutes behind him and keeping up.

"Here we were, getting into late evening, doing a flat 60 miles per hour. It was really neat, wailing along in the dark, smoking through these little towns, understanding what it was like 40 years ago, a train in the night going



DAVID C. LUSTIG

A POLICE S.W.A.T. TEAM is no match for a 4-8-4 as a police car is done in by the 4449 during shooting in L.A. For the actual crash (below), a false steel shell shielded the 4449's real pilot from damage. Note the actors and police cars in the background.

GEORGE LAVACOT

down the (Sacramento) Valley.

"The engine was running better than she had ever run before. It wasn't particularly clear or hot, but at night the sounds become much more distinct. It was like being able to relive history, the Mars weaving its pattern, searching in the dark, seven or eight crossings per small town, holding down the whistle as we blasted through each one—it was a vision out of the past."

A little more than ten hours after clearing Klamath Falls, 4449 pulled into Sacramento, having run the 137 miles from Dunsmuir to Chico without stopping. Sacramento would include a day of rest for train and crew, being on display at the museum. As luck would have it, it rained all day.

Friday, the crew expected a private contractor fuel truck. But it had broken down and no one had any way of getting in touch with McCormack. "We had 2800 gallons of fuel, which was not enough to make San Luis Obispo (the next scheduled fuel truck), so we convinced the SP to fuel us at Oakland."

Leaving Sacramento on time, the 4449, to quote the crew, "ran well and enjoyed the fast double track." It was a bit before noon when the train pulled to a stop just north of the Oakland station to allow for Amtrak and let the thirsty 4-8-4 sip diesel fuel from an SP truck.

Everything checked and everything approved, it was a quick trip past Jack London Square and brief stops at San Jose and Salinas where the crew serviced the engine again, the Alemite gun once more coming out of the RPO.

Except for McCormack. "When we hit a station, that's the time for me to hit the head, stretch my legs and get another Pepsi."

South of Salinas they went in the hole for Amtrak, and once in the clear, they tackled Cuesta all by themselves. "Coming up the back side it's not that long or that steep," McCormack explained. "Coming down is a real booger, though. Anyone can go uphill, but when you come downhill, you have to be on the ball every minute. You can't let her get ahead of you for an instant. If you do, you're in deep trouble.

"You've got to control the speed of your train. You kick that air off and she takes off right now. I watch the air to allow 25 m.p.h. I try to cycle them; put the air on and hold 'em. I draw down to about 14-15 m.p.h. and then release the air and hold it back with the engine brake just a bit, letting the air build up in the train. By 20 m.p.h., hit the air again, as by the time the air sets up, you're back up to 25."

The diesel fuel brought on board at

THE Tough Guys DAYLIGHT

"NOBODY ROBS TRAINS ANYMORE!" says engineer McCormack in his first Hollywood speaking role. "You've been misinformed," replies Lancaster, enforcing his statement with a pistol. This is the real cab, and they determined that it would be easier to make McCormack an actor than trying to teach an actor to operate the 4449 on camera.

Oakland didn't make matters any easier, either. Diesel fuel has a lower BTU content than the heavier fuel the 4449 normally digests, making it tougher to fire. Jack Wheelihan, firing below Salinas, watches the black smoke roll out over the countryside and cringes helplessly, "the only way you can keep her hot on diesel fuel is to over-fire and make all that smoke. When I try to clean up the stack by easing back even one notch on the firing valve, the steam gauge immediately begins to head south and I have to go after her again."

The lights of San Luis Obispo appear by about 7:00 p.m., and this time the private fuel truck is there. Slipping into the yard, the train is tied down and the engine serviced (which includes shooting the rods, filling the lubricators and greasing the valve gear). The water is topped off and boiler water treatment is added, one gallon of treatment to every 10,000 gallons of water. With the fueling completed, it's 9:30 p.m., time for dinner and bed.

Into L.A.

Out of San Luis Obispo at 7:00 a.m., the sky is clouding up and scattered rain meets the train. The run to Los Angeles is deemed uneventful and routine. The train is routed down to Mission Tower at the throat of Los Angeles Union Passenger Terminal, where it is turned on the wye, sent up to the north throat (railroad west) of Taylor Yard and finally backed down to its filming position deep inside the yard. Knowing that several members of the Walt Disney staff would be on hand to meet them, the entire train crew disembarked wearing Mickey Mouse ears.

Lights, Camera, Action

Although the train arrived on Sunday, actual shooting will not begin until the following Friday. In the next four days, however, there is much to be done.

The Disney carpenters arrived bright and early Monday morning to transform car 3300 into the period interior decoration the studio has decided upon. At the same time, the SP delivered two flat cars ordered by Touchstone and connected them onto the rear of the observation. Then, a mock-up of the 4449's cab is trucked down from Burbank and installed on one of the flats.

On Friday, all is ready, and whenever it isn't raining the work begins. One of the first scenes is a confrontation between the train and a late model Chevy sedan. The script calls for Kirk Douglas to drive the car onto the tracks to make sure the *Gold Coast Flyer* will stop, after which he approaches the engineer and informs him that his train is about to be robbed.

"Are you kidding?" replies the engineer. "Nobody robs trains anymore!"

"You've been misinformed," adds Burt Lancaster, holding a pistol to the engineer's head. That engineer is none other than Doyle McCormack. Needing someone to actually run the engine while on camera, they quickly concluded it would be easier to make Doyle an actor than to make an actor into a real engineer. Besides, it was almost worth wearing that silly engineer's outfit to have that little gal from makeup fuss over him every morning. Who knows, it may be the start of a brilliant film career.

The Taylor routine stays pretty much the same: fired up during the day and then shut down about midnight and allowed to sit. Next morning, usually about 5:45 a.m., still with plenty of steam in her, the 4449 is fired up again to be ready for the 7:00 a.m. shooting schedule.

Each scene requires three to five "takes." Even if everything goes right the first time, the scene is often reshot to get different camera angles. The "stars" are present about 20% of the time, and there is considerable work in and around the locomotive. Being the biggest "prop," the action filmed at this location almost totally revolves around the 4449 and train. The dummy cab on the flatcar is used for some scenes, as it is easier to maneuver around with a camera. The decision to use Doyle as the movie engineer proves to be a good one, as he continually amazes the director and camera crew with his ability to literally stop on a dime (more precisely, a lineside "mark").

Eight filming days later, Taylor Yard is a wrap. There are dozens of runbys in the can, as well as scenes with police cars, confrontations with SWAT teams, commandeering the train in the first place, internal scenes on car 3300, and on and on. In typical Hollywood fashion, where everything at one location must be shot at the same time, little is shot in story order.

Not at rush hour!

"Steam engines are like airplanes," says one crewman. "There are certain government inspections that have to be completed on time." The monthly and boiler inspection are thus taken care of before leaving L.A. Since the marching order has been 7:00 every morning, it is decided to adhere to that schedule on the move to the Eagle Mountain Rail-

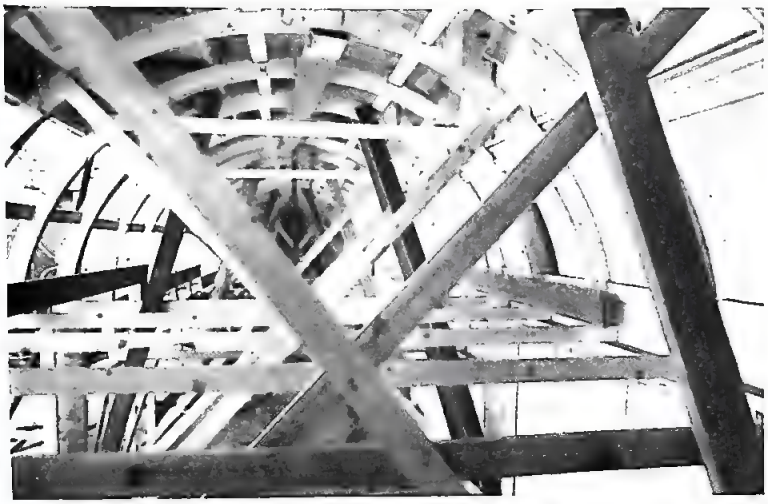
THE Tough Guys DAYLIGHT

TWO PHOTOS: GEORGE LAVACOT

COLLECTION OF GEORGE LAVACOT

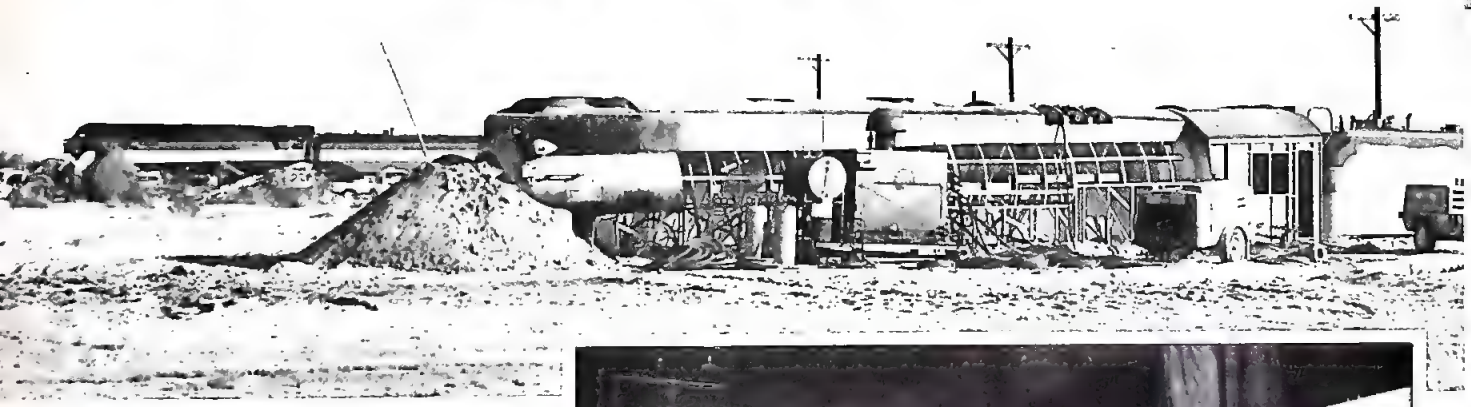
THE DRAMATIC conclusion of "Tough Guys" finds 4449 approaching the Mexican border, smashing its way through a bumping post and police roadblock. A police car (top left) is smacked into that collection of gasoline drums, resulting in an explosion (cover) that knocks over the water tank (top right) just before the 4449 plunges off the end of track and bulldozes its way into Mexico, burying the 4-8-4 to its skirts. The top photos are of the real 4449, while the crash-through was staged with a 1″=1′ scale live steam model. The final action (below) finds Lancaster and Douglas stepping off the full-size 4449 mock-up.

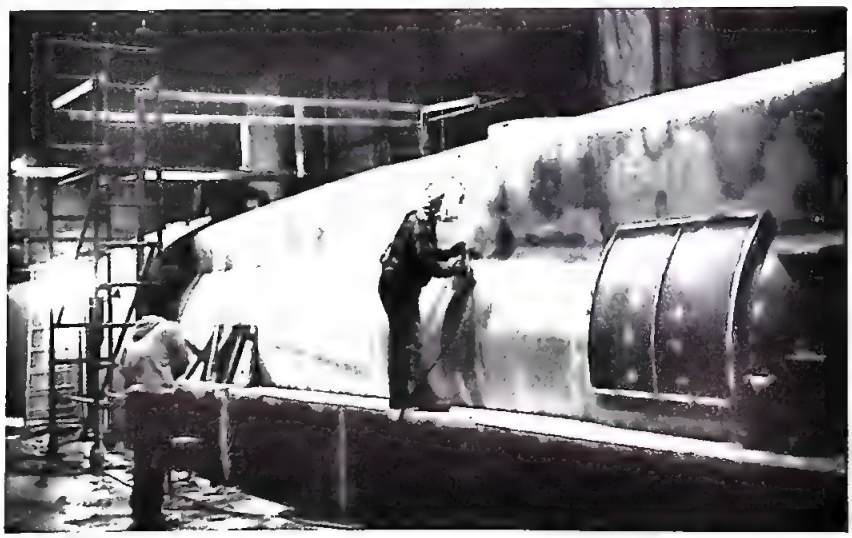
GEORGE LAVACOT



THREE PHOTOS, JIM BOYD

THE FULL SIZE MOCK-UP of the 4449 buried in the desert was built in a Disney shop (bottom, on March 10, 1986) in Burbank and set in place at Summit on the exact site the 1/12th scale models had used—after the model wreck was "in the can." The mock-up was designed to be photographed from the engineer's side only and was a strange sight (below) on the fireman's side. The interior (left) was a maze of wooden bracing.





JAY WILLIAMS

road. Except that this time, another voice of authority is heard from.

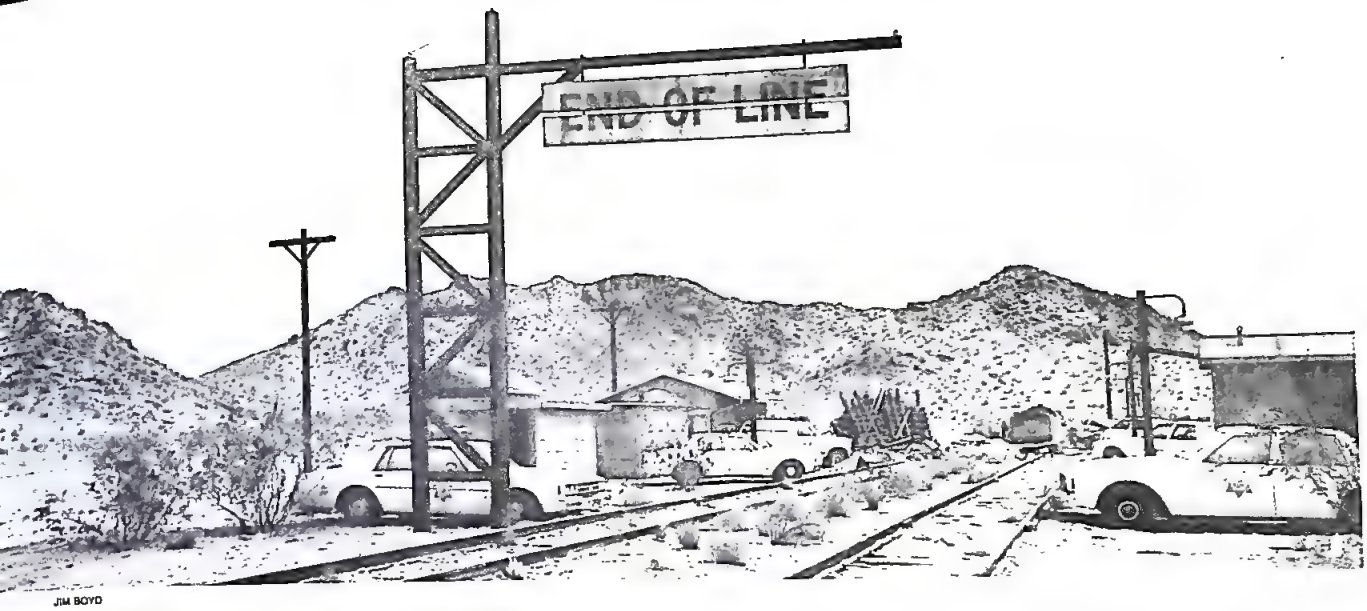
It seems the chosen route eastward is the State Street line, which means moving the 4449 down the middle of Interstate 10 during the height of the morning rush hour commute. When the California Highway Patrol got wind of this, telephone calls were quickly made to the SP. A steam engine in the middle of the freeway? During rush hour? In Los Angeles? You gotta be kidding! How about doing us a favor? Postpone the movement for at least three hours. Thanks.

Promptly at 10:00 a.m., with a tip of a CHP motorcycle helmet, 4449 chugs its way between the east and west lanes of Interstate 10, much to the delight of the crew, and much to the bewilderment of thousands of L.A. motorists.

And of course, if something is going to go wrong, it will do so when everyone is watching. "All of a sudden we could't maintain pressure on the thing," said an exasperated McCormack. "We tried everything we knew, and the pressure kept on going down. Nothing worked. It was as if the fuel line was plugged. We kept on going as far as we could, got to Pomona and then stopped. We normally work at 300 pounds of steam and we were down to 150."

Sure enough, a quick inspection found the oil heater in the tender was plugged. After draining and fiddling with it, the crew got the offending piece of equipment working again. By this time, the 4449 had to wait for the *Blue Streak Merchandise*, one of SP and Cotton Belt's hottest transcontinental freights, to slide by, which gave the heater plenty of time to get the oil warm again.

Another crew change at West Colton and McCormack opened up for the run up Beaumont Hill. "We were going like the wind," he said, "and then three-quarters of the way up the right num-



JIM BOYD

A FULL SIZE replica of the wreck set was built up for live action (above) behind the buried mock-up. The same scene had been set up earlier on the same location with 1/12th scale models for the crash-through (below). Model specialists Sessums & Slagle supplied the scale fully-working live steam 4449 and staged the miniature wreck.

ber two bearing got hot. So we got permission to stop and pulled the oil lubricator box down. It had oil in it. The pad was in contact with the journal; everything seemed normal. I knew there was something wrong, though. If you have oil it shouldn't run hot. I was going in to have to make a call to Jack Wheelihan at EMD in La Grange and track down the problem." (Fireman Wheelihan had returned to work at EMD after the 4449 had arrived in L.A.)

Everything ran smoothly the rest of the way to the Eagle Mountain connection at Ferrum where McCormack expected to find an EMRR crew. To his surprise, there was no one. The SP unlocked their switch a little after 6:00 p.m. and the 4449 began inching its way up the line. McCormack wasn't overly concerned with the lack of an EMRR pilot. He had flown down to the railroad in November to inspect it after the deal was completed with Touchstone, and he had ridden an ore train from the mine down to Ferrum to become familiar with the line.

Working their way up the dark trackage at about 25 miles per hour, they eventually found Summit. "The movie people had been out there building their sets, so I poked along in the dark until we found the site. It was pitch dark. I found the security guard, and he told me 'this is the place'. So we secured the train, ate dinner and went to bed."

Sand, Camera, Action

Though they arrived on Monday, March 31, filming wasn't scheduled to begin until Wednesday, which gave the crew time to service the engine. On Tuesday the auxiliary tender and crew car were taken up to the mine for a taste of desert water. Upon arrival, the crew

TWO PHOTOS: COLLECTION OF GEORGE LAVACOT

DAVID C. LUSTIG

found the two-inch water line Kaiser had obligingly hooked up for them. It was inadequate. In keeping with McCormack's philosophy of taking along everything you own, the crew's own fire hose and couplings appeared, and once connected to the hydrant, the job took but two hours.

The next day, filming began. "It all starts to run together," is the way the crew explained the shooting. Each scene called for a specific operation, and the 4449 would go ahead, back up, move ahead again, back up again, go ahead again and continue to do so until the director felt it was right. Sometimes the crew sat for endless hours as a shot might require the presence of the train but no movement. "Sometimes it was very interesting; at other times very, very boring." Perhaps the most fascinating part to the neophytes to Hollywood was watching the various scenes being shot, looking at the script and seeing how the picture was eventually going to come together.

Then there was that realistic mock-up of the 4449 half buried in the sand. Some of the crew members had seen it in Disney's Burbank studios before it was hauled to the desert.

"It kind of tickled me," said McCormack. "When they got it into position in the desert, with the dirt all around, it was kind of strange to look at. The mock-up really looked like the 4449."

The mock-up, however, was designed to be photographed only from the front and the engineer's side. The fireman's side looked like the cross between a GS-4 and an unfinished chicken coop—in fact, the set dressers were using it as a shed in which to store some of the shrubbery they were using around the train.

The afterhours routine usually didn't vary, with the crew either eating with the movie company or heading into Desert Center for dinner of some sort. It was during one of the trips to Desert Center, little more than a widespot in the road with a cafe, a hamburger stand and a couple of gas stations, that a call was made to Jack Wheelihan in La Grange, the overheated bearing on Beaumont still very much in the back of everyone's minds.

"We have a problem and we have to solve it," began McCormack's conversation with Wheelihan. "There's oil in the box and it's not doing the job. The bearing runs hot and the oil appears to thin out when things heat up."

Back in EMD's diesel factory at La-Grange, Wheelihan got the company's engineering department together with members of Texaco's and the group began doing some quick research.

Had something changed? You bet. The lubricating oil McCormack had always been using, Texaco Journaltex HD57, had undergone a formula change so it would become all-weather oil for use in roller bearings. The change was considered unimportant to the consumer, as 99.9% of the users would never know the difference. Except when that .1% happened to be a steam locomotive.

"We changed out the oil and followed the oil company's recommendation: Texaco Meropa 150," explained McCormack. "It has a little bit more viscosity and a higher flash point. We've been using it ever since we left Eagle Mountain, and it has made a significant difference. Bearing temperatures used to be in the 120-125 degree range. Now it stays at about 105."

Meanwhile, back on the set at Summit, some members of the crew became a little bored. The train rarely moved too far afield from Summit as the shooting began to wind down. One break from the tedium came when shooting the planned pyrotechnics as the 4449 approaches the "Mexican border" (see the cover). Great balls o' fire!

There are unplanned diversions as well. Navy jet aircraft on their way to or coming from the aerial gunnery range just south of the filming area occassionally streak by. Most are high and quiet, but once in a while, a pilot who can't believe his eyes has to have another look. While we were visiting, a Grumman A6E Intruder erupted from behind a mountain ridge at treetop level—though there are no trees—screamed over the 4449 with his right wing down for a better view, came

EAGLE MOUNTAIN U30Cs brought a canteen of water (top) to the thirsty 4449 after the filming on April 5. The next morning, a Navy A6E made a screaming low pass to glimpse the 4449.

JIM BOYD

around for a second pass as everyone waved and saluted us with an outbound victory roll. Thanks, Navy!

The water is running low in the 4449's tender, but the shooting schedule does not allow time for a run to the mine, the only source of boiler water on the EMRR (that water tower on the set would be handy if it wasn't just a phony). A quick huddle works out a plan. The remaining water is pumped out of the auxiliary canteen and into the 4449's tender. Up at the mine, a Kaiser crew fires up a pair of their U30Cs and trundles down to Summit where they pick up the empty auxiliary and take it back up to the mine. When the canteen is full, they return it to Summit later that afternoon. Shooting continues and everyone is happy.

What does Hollywood think of the 4449? McCormack smiles, "They took it pretty much in stride. Some people were impressed, but for most, it was just another big prop."

Goin' home

On April 10, nine days after the desert filming began, it was over. For the 4449 crew, it was time to go home. On Friday, the 11th, they serviced the engine and train at the mine, backed the entire length of the railroad to Ferrum and then had to turn the whole affair two cars at a time on the wye stub there. The two now-empty flats were left at Ferrum for the SP to pick up. With the train now in the proper order and facing west, they departed Ferrum in early evening, bound for West Colton.

"Going over Beaumont in the dark was really kind of neat," said McCormack. "Occasionally it's fun to run in the dark with the 4449. She's really a rather mystical machine, and as the night air gets cooler the sounds she makes tend to change."

They tied up at West Colton just before 9:00 p.m. The same routine used on the way down would apply on the trip back north, with 7:00 a.m. departures. There had been considerable discussion with the SP regarding the route: would they return up the Coast Line or go over Cajon Pass and have the distinction of being the first steam engine over the Palmdale Cutoff? The shorter Cajon route was agreed upon.

"Going up Cajon was the start of a very exciting day for us," observed McCormack. "We were the first steam engine over the Cutoff and never got below 30-35 miles per hour the entire way up. Once we got her back into the desert again, she ran like deer."

Hitting the main line at Palmdale, the 4449 made quick work of the miles to Mojave. A fast stop to let Santa Fe's hot 199 get ahead for the run over Tehachapi, and they were off again. The crew was tired and a little homesick, but there is a bit of a little boy's excitement in the way McCormack describes her run over the Tehachapis.

"It was the most impressive running I ever heard that engine give. The exhaust was so loud it made your ears ring. We were running where she was designed to run. We took the upgrade at a little better than 30 miles per hour and were really cooking. The echo that resounded in the cab was like a cannon shot.

"She was running better than she ever ran in her life," he continues. "I've got this love/hate relationship with that engine. I love her, she hates me! Every time things go well, I hold my breath because she's ready to slap me down. But this time, she just ran her heart out for us."

Up on the flatlands near the community of Tehachapi, the 4449 romped past a Santa Fe train coming down the mountain.

"We must have pretty well sucked all the windows out of the lead unit," grins McCormack. "That engineer got on the radio and told the caboose crew to close all the doors and windows and then said, 'You're not going to believe what's coming by!' "

A set of diesel helpers were put on at Tehachapi for dynamic braking down to Bakersfield. With five SDs on the point, McCormack and Yager put their feet up and relaxed, letting someone else worry about going down the hill.

The helpers were cut off and another road crew was picked up at Bakersfield, and it was off to Fresno and a night's rest. At 7:00 the next morning they were northbound again. After a brief stop at Modesto ("time for a potty break and another Pepsi"), it was on up the San Joaquin Valley to Sacramento and into the museum to tie up. Monday was a layover to wash the engine and train and do a complete servicing. The bearings, now bathed in the new oil, were doing just fine.

On Tuesday the 4449 ran like a deer again, and Klamath Falls was reached by 6:00 p.m. The next day's run to Portland was made in eight hours and ten minutes, 329 miles of running that included a couple of sidings and a dynamic brake helper down from Cascade Summit. "We made pig time between Eugene and Portland," glowed McCormack, commenting on the two hour and 30 minute run.

When the 4449 will steam again is pretty much anybody's guess now that the trip to Vancouver has been scrubbed. But the crew hopes it will be soon. "You're glad to be home but kind of sad we have to put her away again," said one. "You yell at her out on the road, but, gee, I wish it wasn't over now."

TOM SAVIO

IN THE MORNING FOG of April 12, the 4449 rounded Sullivan's Curve on Cajon Pass, the first steam engine over the SP track there. She performed spectacularly.

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Night photography sessions, conducted by yours truly, were part of the SteamEXPO activities on Saturday and Monday, May 24 and 26. They were open to anyone who bought the $4 ticket and stayed on the site after the gates closed at 8:00. An unexpected bonus took place each evening at 10:30 with a gigantic fireworks display over the EXPO site (not bad for a country that doesn't believe in the Fourth of July). After the first set-up Saturday (**middle left**), we turned the crowd around and shot the fireworks over the locomotives (**left top**). Then it rained.

The weather was perfect on Monday as we did two poses (pages 33 and 38) plus the fireworks. As we were gathering up our equipment after most of the crowd had departed, the CN trainmaster brought in a surprise. "You can have this for 15 minutes if you can use it." It was CN's sole EXPO unit, SD40-2W 5334, which had just come into the yard. We only had six flashbulbs left, but they did the job (**below right**).

The 5334 had been the power for the *Okanagan Express* excursion sponsored by the B.C. Chapter NRHS, which we had caught earlier that day on the Thompson River bridge at Lytton (**top right**). The magnificent privately-owned heavyweight consist had been used on a three-day excursion from Vancouver to Kamloops and return.

The Canadian Pacific had painted up six SD40-2s in EXPO livery (5610, 5614, 5647, 5698, 5748 and 5775), and we chased the 5748 west at 60 m.p.h. near Hope (**below**) on May 28; that snowcapped peak is across the Fraser River. The color swashes on the white stripe promote the film "Rainbow War" being shown in the CP Pavilion (see page 40). When it came to color, the CN and CP were having their own Rainbow War, and the railfans were definitely the winners—JIM BOYD.

Fireworks and Rainbow Wars

FIVE KODACHROMES J.M BOYD

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BY JIM BOYD

The Fifth Annual R&LHS Awards

This makes the fifth year that we have been priviledged to carry the Railway & Locomotive Historical Society "Railroad History Awards," recognizing achievement in rail history and journalism.

The Awards Panel voted to grant one Senior Achievement Award for 1986; it was presented to Dr. Lewis K. Sillcox, who has been writing extensively on railroad engineering and economics since the 1930s. Born in April 1886, Dr. Sillcox celebrated his 100th birthday this year. After taking a degree at L'Ecole Polytechnique in Brussels, Belgium, in 1903, he began his railroad career as a machinist's apprentice with the New York Central & Hudson River. He became general superintendent of motive power for the Milwaukee Road in 1918 and went on to the job that made him famous in engineering management: the rescue and resuscitation of the New York Air Brake Co., where he remained until 1959. During that time he published extensively and lectured and taught at Purdue, Princeton, M.I.T., Northwestern and the Harvard Business School. In his "retirement" years, Dr. Sillcox served on the Board of Trustees of Clarkson University in upstate New York. Dr. Sillcox was presented his award at his home in King City, Ontario.

The Fred A. and Jane R. Stindt Award for Photography was presented to O. Winston Link, a man whose work is both massive and distinctive. Although he did considerable daytime photography in his efforts to depict Norfolk & Western steam locomotives in their natural surroundings, he is, of course, best known for his carefully staged synchronized-flash night photos. No other photographer's work before or since has so captured the environment and human drama of steam at work. While his work has been renowned in railfan circles since it was first published in the late 1950s, it is presently receiving international acclaim as a unique example of the finest of photographic art. The recognition is long overdue. Mr. link was presented his award at his Manhattan studio by Panel members Bill Withuhn and Jim Boyd.

The George W. and Constance M. Hilton Book Award was to be presented for "an outstanding work of lasting significance to the interpretation of North American railroading history" published from 1983 through 1985. The nominees were: *Northern Pacific Supersteam Era*, by Robert L. Frey and Lorenz P. Schrenk; *The Allegheny, Lima's Finest*, by Eugene L. Huddleston and Tom Dixon; *Bonds of Enterprise: John Murray Forbes and Western Development in America's Railway Age*, by John Lauritz Larson; *Canadian Pacific Steam Locomotives*, by Omer Lavalee; *Dining on Rails*, by Richard W. Lucken; *Katy Southwest*, by John B. McCall and Frank Schultz III; *Railroads of Arizona, Volume 3*, by David F. Myrick; *Tours of Discovery, Municipal Railway of San Francisco*, by Anthony Perles; *Railroad Development Programs in the Twentieth Century*, by Roy V. Scott; *Donner Pass*, by John Signor; and the winner, *Metropolitan Corridor: Railroads and the American Scene*, by John R. Stilgoe.

Since its publication in 1983, Stilgoe's book has become a standard work. To quote the R&LHS, "Dr. Stilgoe is an associate professor of landscape architecture and a specialist in visual and environmental studies. As such, Stilgoe looks at the way railroads literally restructured the American landscape. Simultaneously, he looks at the way railroads shaped our popular culture. The railroad became the great artery along which sped 'the forces of modernization,' both industrial and psychological, and Stilgoe wonderfully interprets the potent result. His innovative and integrative approach has combined with an enjoyable, sometimes po-

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CANADIAN PACIFIC'S BIG HILL
by Floyd Yeats

This 50 page book covers the mainline between Field and Lake Louise over the first 100 years of operations. Floyd Yeats is a retired engineman who worked "The Hill" from 1941 to 1979 and the book contains many anecdotes about steam and diesel-electric operations, the Spiral Tunnels and the original 4.5% grade with its three safety switches. The majority of the photographs have not been published previously. **$10.00 including postage.**

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by W. G. Kennedy

A companion to his *"Canadian Pacific's Rossland Subdivision"*, published by BRMNA in 1983, Gib Kennedy has prepared a thorough history of the Boundary Subdivision. 127 miles long and extending from Nelson to Midway, the subdivision was for many years a key part of Canadian Pacific's second main line. The book describes both the development and the operation of the line with emphasis on the steam era. Gib has accumulated an intimate knowledge of this region over many years and we doubt whether anyone else is so well qualified to write the history of this section of the CPR. 32 pages. **$7.00 including postage.**

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DR. JOHN STILGOE (left) was presented his R&LHS Book Award for *Metroloplitan Corridor—Railroads and the American Scene* by Louis Bakanowsky, chairman of Harvard's Department of Visual and Environmental Studies. The Senior Achievement Award went to Dr. Lewis K. Sillcox (right, circa 1935) for his work in railroad engineering and economics.

etic, writing style to produce an altogether beautiful book and a rich study."

Dr. Stilgoe was presented his award at Harvard University by Louis Bakanowsky, chairman of Harvard's Department of Visual and Environmental Studies.

The material eligible for the 1986 Article Award was that published in periodicals with cover dates 1984 and 1985. This year's nominees were: "The Newfoundland Railway," by Fred F. Angus in September/October 1985 *Canadian Railroad Historical Association* publication; "Soo Line Sojourns," by Phil Borleske in January/February 1985 *Passenger Train Journal*; "The Men Who Styled the Streamliners," by Jim Boyd in the November 1984 and January 1985 RAILFAN & RAILROAD; "Container Service on the Pennsylvania Railroad," by Richard Burg in the Spring 1985 *Keystone*; "Beacon at Mile 435.9" (Buffalo Central Terminal), by Garnet R. Cousins in September/October 1985 *Trains*; "The Corridor You Seldom See," by Fred W. Frailey in the March 1985 *Trains*; "The War Production Board," by Eugene L. Huddleston in the March 1985 RAILFAN & RAILROAD; "Hitler's Super Railway," by Anton Joachimsthaler (translated by George Drury) in the August 1984 *Trains*; "The Self-Inflicted Wound: Government Regulation and the Destruction of the American Railroad System," by Albro Martin in *Business & Government: Essays in 20th Century Cooperation and Confrontation* (1985); "Life After Lackawanna," by Greg J. McDonnell in July/August 1985 *Trains*; "The All-American Railroad" (Northern Pacific), by David P. Morgan in the December 1985 *Trains*; "Gateway to Cape Cod—The Buzzards Bay Bridge," by Bill Reidy in *The Shoreliner* (1985); "Air Brakes for Freight Trains: Technological Innovation in the American Railroad Industry, 1868-1900," by Steven W. Usselman in the Spring 1984 *Business History Review*; "Shovelnoses," by F. Hol Wagner in the *Burlington Bulletin* No.13 (1984); "On Time: Railroads and the Tempo of American Life," by James A. Ward in the Autumn 1984 *Railroad History No. 151*; and "On the Mark: The History and Symbolism of Railroad Emblems," by James A. Ward in the Autumn 1985 *Railroad History No. 153.*

Quoting again from the R&LHS release, "After nominations were received, the Panel Chairman asked Mr. Boyd to withdraw from deliberations or voting in this category.

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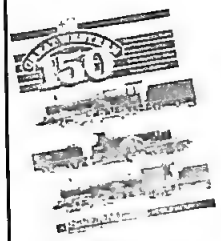

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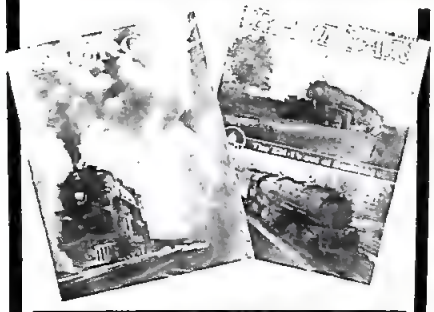

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DAVID WILKIE

Many panelists felt strongly that Mr. Boyd's membership on the Panel should not preclude consideration of his fine article. Hence the Panel conducted all of its discussions and voting in this category without Mr. Boyd.

"To the remaining ten members of the Awards Panel, Jim Boyd's 'The Men Who Styled the Streamliners' was the hands-down winner. Without question, his article is a major contribution to the history of the diesel locomotive in North America. Boyd tells one of those stories that, except for his own research and historian's energy, might have been lost. Boyd found the hidden story of the otherwise anonymous stylists and artists who created an entire chapter in the visual 'look' of railroading. The idea of providing standardized locomotives with individualized paint was both a masterpiece of marketing to locomotive buyers and wonderful public relations for railroad ticket purchasers. And those of us who watched the show will always cherish the resulting visual excitement.

"Boyd's article is distinguished by original research, lively writing and excellent layout equal to the visual material. Boyd's article shows well that solid, first-rate history can be engagingly told and attractively presented."

Your Editor was the only one of the 1986 Award recipients to be able to attend the R&LHS convention and banquet at Sacramento. It was quite an experience to be seated at dinner in the California State Railroad Museum roundhouse stall normally occupied by Western Pacific F7 913, facing a GN *Empire Builder* RPO car and backed up by an SP E9—all in EMD-styled colors.

The R&LHS convention and awards banquet will be held in Chicago in May 1987.

6060 and EXPO

Greg Nazarow files this report on the last-minute arrival of CN 4-8-2 6060 at SteamEXPO:

Canadian National "Bullet-Nosed Betty" 6060 calls the Province of Alberta "home" these days, a resident of the Alberta Pioneer Railway Association Museum in Edmonton. She had been placed on display in Jasper in 1962 after retirement from regular service but was recalled to duty in 1973 to become the last steam locomotive operated by the CN. After numerous trips in eastern Canada and even a few years of regularly-scheduled excursion service to Niagara Falls, the 6060 was returned to Alberta after starring at the NRHS convention in Toronto in 1980.

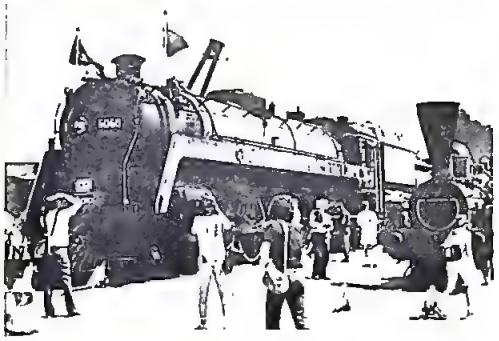
But in recent months she has been at the CN's enginehouse in Jasper, undergoing overhaul by the Rocky Mountain Rail Society, headed up by Harry R. Home, a CN engineer. The purpose was to prepare her for participation in SteamEXPO and then have her available for future excursion service in Alberta. This work was being performed by a

KAREN MARSTON

JIM BOYD

AWARDS CHAIRMAN Bill Withuhn presented the Article Award to Jim Boyd (left) at Sacramento, and the Photography Award to O. Winston Link (above) in New York City.

STAFFORD SWAIN



CNR 4-8-2 6060 had her overhaul in Jasper completed on May 28. With a consist of ten Alberta grain hoppers, a combine, caboose and CN business car (left), she was westbound along the North Thompson River at Mile 3.9 of the Clearwater Subdivision on June 29. She arrived at the SteamEXPO site (above) on May 31.

small but highly skilled staff under the direction of Bob Swanson, the man responsible for the restoration and maintenance of British Columbia's Royal Hudson 2860 and acknowledged as one of Canada's foremost steam experts.

The work on the 6060 amounted to a virtual rebuilding of the machine. Combustion Engineering of Edmunton furnished new tubes and flues. Eleven hundred flexible staybolt caps were removed and examined. Superheaters were removed, and working without benefit of the original blueprints (which could not be located), Combustion Engineering manufactured replacements which when reinstalled in May hydro-tested faultlessly. The running gear received major attention, the valve gear was rebuilt and rods were removed and hammer tested. A new multiple throttle was installed, and the cab was refurbished.

When I caught up with the engine in Jasper on May 17, 1986, two men were hard at work replacing the last of a set of new staybolts, while a team of four was reinstalling the drawbar. Rebricking of the firebox was accomplished the following week. Outside, the classic bullet-nose shrouding was being sanded and buffed, removing years of chipped paint. If the tender, reposing outside the shop resplendent in fresh green with a new CNR herald, was any indication, this would be one gorgeous engine.

With a May 20 departure date announced for the two-day run to Vancouver, the Whistler Hotel across from the Jasper station was completely booked for the night of the 19th. But the word was out that the engine would not be ready—although some fans undoubtedly did not discover this until they arrived in town on the 19th. It was clear that the crew had at least a week of work ahead of them.

The restoration had gotten off to a poor beginning when the planned November 1985 start-up slid into January, and even then, manpower was not at full force. A large shipment of staybolts of the wrong thread size set the timetable back further. These had to be skillfully rethreaded, being 1/8th inch too large. However, work proceeded in a careful and meticulous manner, resisting the temptation to cut crucial corners and make a dash for SteamEXPO, even though 6060's absence would be a disappointment.

With a "core" crew of six, which sometimes swelled to 15 with volunteers, work continued feverishly well past the intended departure date. It paid off. Without benefit of a proper test run—only a venture up and down the shop tracks—6060 brought on the cheers in Jasper as she departed for Vancouver on May 29 with the crew's fingers crossed. Although the boiler jacket had not been repainted, and a backhead devoid of insulation and jacketing turned the cab into an oven, 6060 made it without major incident. A band turned out in Kamloops and played "Happy Days Are Here Again," and for the folks who worked so long and hard, nothing could have been more appropriate. The consist was a string of empty Canadian "Heritage Fund" grain hoppers, a tool car, caboose and CN office car.

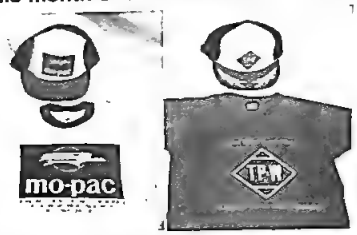
They arrived in Vancouver on Friday evening, May 30, and entered the display site at 11:00 Saturday morning, in time to make a grand finale to SteamEXPO, which was to conclude on Sunday, June 1. Every whistle on the site erupted in a grand salute as the 6060 steamed in, and the event made national television that night.

"They turned a potential liability into a great asset; that arrival was a superb piece of showmanship that we couldn't possibly have planned in advance," observed one of the SteamEXPO organizers.

Upon the conclusion of SteamEXPO, the 6060 was turned to face east at the request of VIA Rail and was briefly displayed on Track 1 of the VIA station/pavilion with the *Trans-Canada Limited*, that wonderous collection

HATS T-SHIRTS MUGS SWEATSHIRTS

This month's feature T-Shirts & Hats



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T-Shirts are top quality U.S. made 50/50 blend solid color or white with color trim. Colors of shirts are coordinated to the railroad's logo. All logos and slogans are silk screened.

Sizes 6-8, 10-12, 14-16, S,M,L,XL,XXL

Hats are 100% polyester baseball type (adjustable one size fits all). Hats are available in your choice of summer or winter styles (Scrambled Eggs $1.00 extra). The following T-shirts & hats are available.

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208	BURLINGTON ROUTE (C.B.&Q.)
☐ 209	C&O SLEEP LIKE A KITTEN
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211	CANADIAN PACIFIC
212	CHESSAPEKE & OHIO (PROGRESS)
☐ 213	CHESSIE SYSTEM
214	CHICAGO GREAT WESTERN
215	CHICAGO NORTHWESTERN
216	CLINCHFIELD
☐ 217	CONRAIL (KEEP IT MOVING)
218	SOO/MILWAUKEE
219	COTTON BELT (S.S.W.)
220	DELAWARE & HUDSON
221	DETROIT TOLEDO & IRONTON
222 *	DETROIT TOLEDO & SHORELINE
223	ERIE
☐ 224	ERIE LACKAWANNA
225	FAMILY LINES
226	FLORIDA EAST COAST
227	FRISCO
228	GRAND TRUNK (GEW)
☐ 229	GREAT NORTHERN
230	GULF MOBILE & OHIO
231	ILLINOIS CENTRAL
232	ILLINOIS CENTRAL GULF
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243	NEW HAVEN (HLOCK)
☐ 244	NEW YORK CENTRAL
245 *	NICKLE PLATE 765 (STEAM)
☐ 246	NICKLE PLATE ROAD
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265	THE ROCK
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ANNOUNCEMENTS

1987 BAY COLONY RAILROAD full color calendar. Fourteen color photos of Bay Colony's motive power in action. $6.00 postpaid. Bay Colony Railroad Corporation, 420 Bedford Street, Lexington, MA 02173. 187

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of Canadian Pacific heavyweight cars owned and restored by the Cranbrook (B.C.) Museum. The result was a seemingly "complete" train, and few complained that the engine was CN and the cars CPR!

Over the summer, 6060 will have her drivers dropped at the BCR's Royal Hudson shop in North Vancouver for bearing work and an inspection of the left No.1 hub liner. She will also have her springs removed, inspected and refurbished, and a diesel m.u. control box will be installed. Sometime in October she is expected to return to Alberta.

The Rocky Mountain Rail Society has ambitious plans for an excursion program using the 6060, and a search is under way for suitable equipment. The same liability insurance woes that have plagued U.S. fantrips have reared up in Canada as well, but hopefully this crisis will have passed by the time the Bullet-Nosed Betty is ready to ramble. Although the Providence of Alberta owns the engine and financed its restoration, additional funds are needed for an excursion program next year. A cross-Canada publicity run is being considered, and it is hoped that 1987 will see the inauguration of the "Jasper By Daylight" excursion train which will operate between Jasper and Vancouver during the summer months. The locomotive is ready, now all they need is insurance, organization and luck!

The Rocky Mountain Rail Society is actively seeking members. You can write them at: Box 6060, Jasper, Alberta, Canada T0E 1E0—GREG NAZAROW.

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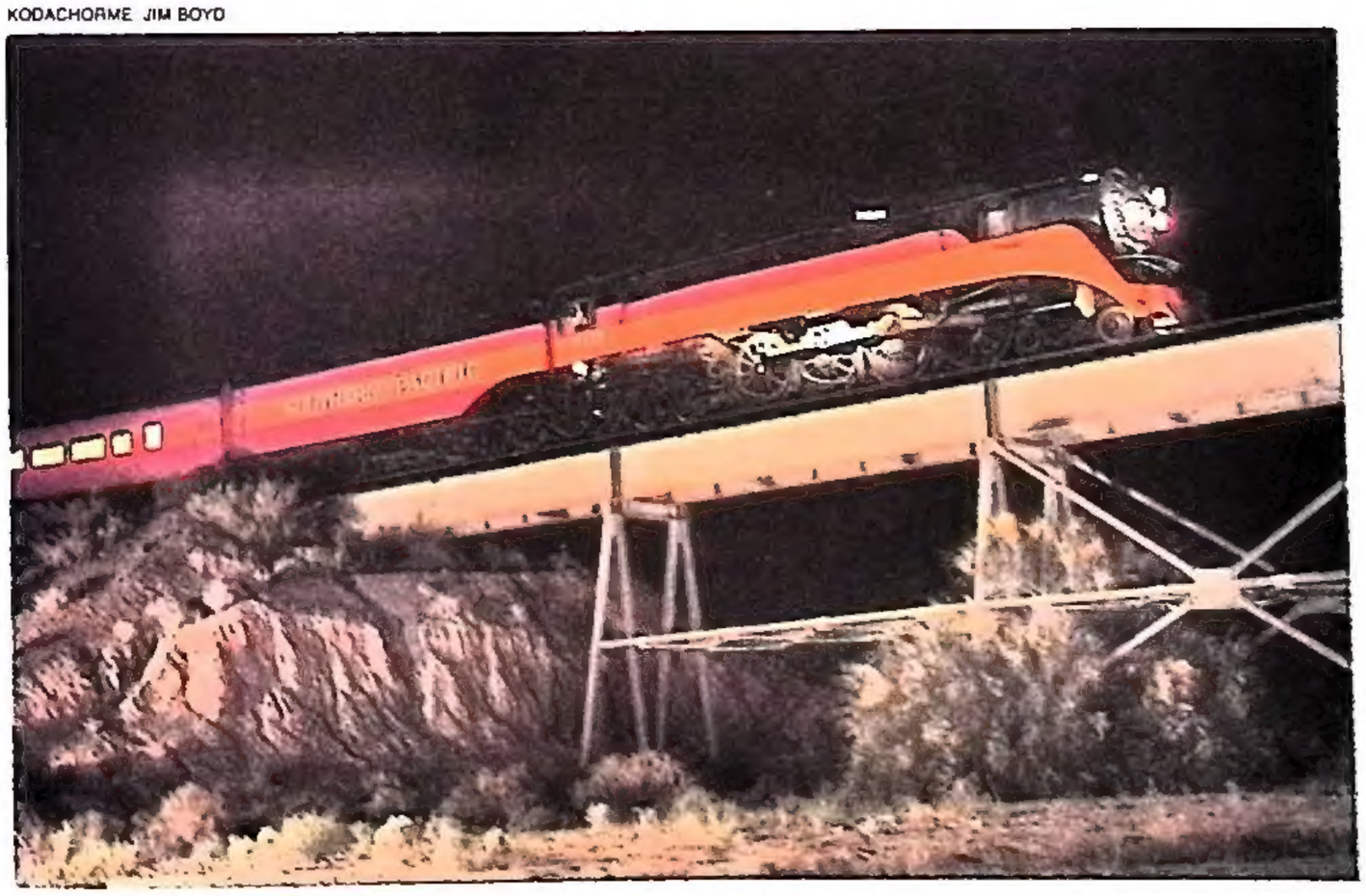
KODACHROME: RAILS AFTER DARK

STEAMTOWN U.S.A. held its first spring Railfan Weekend at Scranton, Pa., on May 2-5, 1986. CPR 4-6-2 2317 was unveiled in her new Lackawanna livery to complete the "Lackawanna Railroad" theme of the passenger operation. When Editor Boyd had to be in Sacramento for the R&LHS convention that weekend, Rails After Dark stepped in to handle the night photo session, utilizing their synchronized flash gear—including flashbulbs in the signals! That DL&W pickup truck was restored by railfan Don Jones of Scranton. Rails After Dark will be conducting the night session for the Valley Railroad Railfan Day at Essex, Conn., on November 1.

KODACHROME: JIM BOYD



THE STEEL TRESTLE over the dry bed of Salt Creek made for a spectacular night photo session arranged by the 4449 crew during the filming of Touchstone's "Tough Guys" on the Eagle Mountain Railroad in April. Very few railfans showed up at the desert site.

WHILE ON THE SUBJECT of movies, New Jersey Transit's ex-Southern E8 6903 was used in Hoboken Terminal on April 26, 1986, for the filming of "Angel Heart," starring Robert DiNiro.

A COLORFUL SURPRISE for railfans was D&RGW office car *Kansas* (formerly the *Wilson McCarthy*) on the rear of Amtrak No.5 on May 11. SP E9 6051 from the California State Railroad Museum was visiting Colfax, Cal., for "Old Railroad Days" celebrations.

EKTACHROME: PETER A. VILAS

KODACHROME: TOM SAVIO

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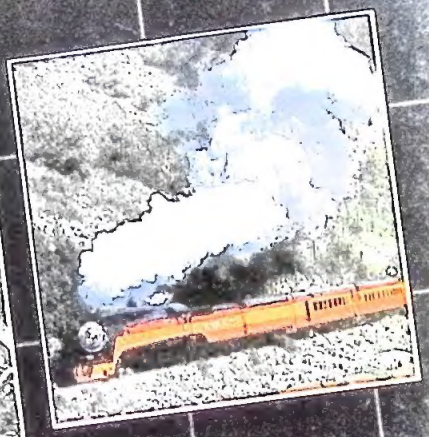

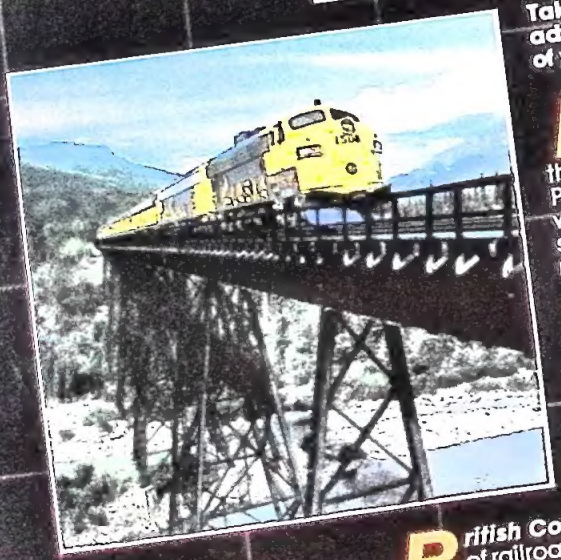

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